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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, NOVEMBER 12TH, 1912.

THE recent visit of H.M.S. *Flora* to Anking in connection with the destruction of a quantity of Malwa opium seems to have rekindled the anti-opium agitation which is now being vigorously carried on in the Republican Press. The circumstances which led to the dispatch of H.M.S. *Flora* to Anking with SIR EVERARD FRASER, the Consul-General at Shanghai, on board, were that on September 16th a body of armed policemen came on board the China Merchants' hulk at Anking and, stating that they were acting by order of the Tutuh, seized seven chests of Malwa opium, valued approximately at Tls. 20,000. They took the chests away to an open space behind the Tutuh's yamên and here, in the presence of a number of young officials, the opium was burnt. This opium had been imported into China under certificate from the Indian Government and had paid the regular consolidation duty of Tls. 350 per chest, according to the Treaty of May 8, 1911, between Great Britain and China. It had been taken up the River under the usual transit pass granted by the Customs. This notwithstanding, it is contended in the semi-official Press that the British authorities have not the remotest justification under the Treaties to interfere. It is contended that whatever view may be taken of other British merchandise under the Treaty of Nanking, it is abundantly clear that the "Rules of Trade" place British opium—directly it is removed from a treaty-port—on precisely the same footing as native opium. The rule in question reads as follows:—

"Opium will henceforth pay 30 taels per picul import duty. The importer will sell it only at the port. It will be carried into the interior by Chinese only as Chinese property; the foreign trader will not be allowed to accompany it. The provisions of Article IX. of the Treaty of Tientsin by which British subjects are authorized to proceed into the interior with passports to trade, will not extend to it, nor will those of Article XXVIII. of the same Treaty, by which the transit dues are regulated; the transit dues on it will be arranged as the Chinese Government see fit; nor in future revisions of the Tariff is the same rule of revision to be applied to opium as to other goods."

In short, the contention appears to be that as soon as the opium has paid the heavy import duty exacted upon it and is admitted into China, the Chinese authorities have a perfect right to seize it and destroy it, and the British merchant has not the smallest legal right to object, though this would be a most effective way to put a complete stop to the foreign trade. We should like to ask those who uphold this absurd contention, what are the "Treaty rights and privileges" of certificated opium referred to in the latest Opium Agreement made between China and Great Britain? By that agreement the Chinese Government undertook that chests of opium accompanied by the requisite permits may be imported into any Treaty Port of China *without let or hindrance*, if such seals remain unbroken, and so long as that Agreement remains in force ths trade is a perfectly legitimate one, and it is clear that no provincial authority has any title to act in the high-handed manner adopted by the authorities at Anking. In the circumstances a claim for damages cannot reasonably be resisted. However much the need for a reversion to the "gunboat policy" is to be deplored, it was obviously necessary in this case if the Agreement is to continue to have any force and effect. The principle of Treaty observance is at stake, and so long as the national Government is impotent to enforce upon the provinces its declared desire to keep faith with the Treaty Powers the hesitation of those Powers to accord to China the recognition she craves is easily to be understood.

The troopship *Soudan* with the Inniskillings on board, bound from Tientsin for India, reached Hongkong on Sunday afternoon, but no men were allowed to land until yesterday.

Chev. Volpicelli, Consul-General for Italy, was "At Home" at the Italian Consulate yesterday morning on the occasion of the 43rd anniversary of the birth of King Emmanuel. The reception was attended by the members of the consular body and many of the principal residents of Hongkong.

An interesting case was heard at the Magistracy yesterday in which two American lady visitors summoned four ricsha coolies for demanding cumshaw and refusing to complete the journey. The defence was that the coolies put down the chairs in order to allow the ladies to take a photograph, and then they asked for cumshaw. As no cumshaw was forthcoming they ran away. It transpired that the affair was due to a misunderstanding, and the coolies were dismissed.

Three thousand brigands, many of whom are armed, are carrying on their operations in the neighbourhood of Chumatien and Suiping-fu, in Honan. Fifteen hundred troops from Chenchow and Sinyangchow have been sent to exterminate them and there was a considerable amount of fighting on Sunday and Monday. It is reported that the brigands have burned fifteen villages and killed hundreds of people. The train service has not been interrupted.

THE THEATRE ROYAL.

As their forewell performance, the Ferris Hartman Company, which has enjoyed a markedly successful run at the Theatre Royal during the past week, gave a repeat performance of "One Night Off" last evening. The piece, which is full of humour, and is pre-eminently the best number in the Company's repertoire, afforded great enjoyment to an audience which practically filled the Theatre and the appreciation of the house was shown in no uncertain manner. Mr. Ferris Hartman again portrayed the character of Leander Lamb, the downtrodden, lamb like husband, and his impersonation was inimitable. As his imperious and masterful wife Miss Josie Hart was very successful, while Mr. Roscoe Arbuckle excelled as the negro servant, whose personal opinion is never valued. The other artistes acquitted themselves in a most praiseworthy manner.

SHANGHAI AUTUMN RACE MEETING.

(From our own Correspondent.)

FIRST DAY.

The Shanghai Autumn Race meeting opened yesterday. The following were the results of yesterday's races:—

The MALOO PLATE. Half mile.

Mr. Jordan's Fulham, ...(Mr. Burkill) 1
Mr. John Peel's Drumlithie, (Mr. Johnstone) 2
Mr. Ellis Kadoorie's Durbar Chief, (Mr. Hayes) 3

Time, 1m. 1-2/5 secs.

The CRITERION STAKES. One mile.

Mr. Elms' Mahatama, (Mr. Johnstone) 1
Mr. F. B. Marshall's Willow Tree, (Mr. Crichton) 2
Mr. Paul's Flashlight, ...(Mr. Burkill 3

Time, 2m. 12-2/5 secs.

The MAIDEN STAKES. Three-quarters of a mile.

Mr. McMarmol's Olympic, (Mr. Burkill) 1
Mr. Henry Morriss' Battlefield, (Mr. Moller) 2
Mr. Solway's Flying Cloud (Mr. Birchall) 3

Time, 1m. 35-4/5 secs.

The FAR WAR STAKES. One mile and a half.

Mr. Paul's Royal Rose ...(Mr. Burkill) 1
Mr. Permy's Perchance ...(Mr. Laurence) 2
Mr. Ring's Kingdom ...(Mr. Fock) 3

Time 3m. 23-1/5 secs.

The ROYAL NAVY CUP. Three-quarters of a mile.

Mr. Slogger's Barford ...(Mr. Burkill) 1
Mr. Permy's Perchance ...(Mr. Laurence 2
Mr. Mohawk's Merlin ...(Mr. Morriss) 3

Time, 1m. 37-4/5 secs.

The SHANGHAI ST. LEGER. One mile and three-quarters.

Mr. Henry Morriss' Wingfield (Mr. Moller) 1
Mr. F. B. Marshall's Mango Tree (Mr. Morriss) 2
Mr. F. B. Marshall's Rose Tree (Mr. Crichton) 3

Time, 3m. 57-2/5 secs.

The ECLIPSE STAKES. One mile and a quarter.

Mr. Breitung's Liebling (Mr. Lindsay) 1
Mr. Henry Morriss' Goldfield (Mr. Moller) 2
Mr. Wastdale's War Cloud (Mr. Vida) 3

Time, 2m. 50-4/5 secs.

The AUTUMN CUP. One mile and a quarter.

Messrs. Winsome and Hasty's I'm off (Mr. Jones) 1
Mr. Fash's Mandolin (Mr. Dalgleish) D.H.
Mr. F. B. Marshall's Cherry Tree (Mr. Crighton) D.H.

Time, 2m. 46 secs.

The WHANGPOO STAKES. One mile and a half.

Mr. John Peel's Perpetual Motion (Mr. Johnstone) 1
Mr. C. D. Coutt's Windsor (Mr. Dalgleish) 2
Mr. Toeg's Baby Mine (Mr. Vida) 3

Time 3m. 28-4/5.

GOLF CHAMPIONSHIP 1912.

The third and fourth (semi-final) rounds have now been played and resulted as follows:—

3RD ROUND.

Dr. Lindsey Woods beat Mr. R. O. Hutchison by 2 and 1.

Mr. K. M. Cumming beat Major Caulfield by 4 and 2.

Mr. R. M. Smith beat Mr. E. Davidson by 2 and 1.

Rev. Foster Pegg beat Mr. A. W. W. Walkinshaw at the 19th.

The defeat of Mr. Hutchison and that of Mr. Walkinshaw were the "surprises" of this round.

SEMI-FINAL.

Mr. K. M. Cumming beat Dr. Lindsey Woods by 3 and 2.

Rev. Foster Pegg beat Mr. R. M. Smith by 5 and 4.

Mr. Cumming was 5 up and 7 to play, but Dr. Lindsey Woods managed to win the following 3 holes and half the next, which left Mr. Cumming 2 up and 3 to play. The spectators saw visions of a Pegg-Walkinshaw finish, but their hopes or fears were not realised, as Mr. Cumming playing two perfect shots to the long hole, found his ball hole high about a yard and a half from the pin. This shot put the issue out of doubt, as Dr. Lindsey Woods could not manage anything better than a 5.

The final (36 holes) is down for decision to-morrow.

RESCUE BY THE TRANSPORT "SOUDAN."

On her way down from the North the transport *Soudan* at 8 a.m. on Sunday sighted a junk, drifting, dismasted and rudderless, about twelve miles South of Kupchi Point, with four men in her making frantic signals of distress. The *Soudan* bore down to her and lowered a boat and took the men off, the rescue being effected in less than 20 minutes, and the voyage resumed to Hongkong. The junk is drifting as a derelict. The troops and seamen on board got up a collection for the fishermen and they will be handed over to the police for return to Swatow.

GENERAL HAMILTON INSPECTS HONGKONG VOLUNTEERS.

A fair muster of Hongkong Volunteers and Scouts, numbering 130, assembled at Headquarters yesterday evening preparatory to marching to the Military Parade Ground, where they were drawn up to undergo inspection by General Sir Ian Hamilton, Inspector-General of the Overseas Forces. Major Macdonald was in command. On the arrival of the General, who was accompanied by his staff officers, H.E. Colonel St. John, General Officer Commanding the Troops, and Major Tulloch, the Band of the K.O.Y.L.I. played the salute and the troops also came to the salute. The General made a minute inspection of the lines, and spoke to several men wearing medals. Afterwards the Volunteers marched past very steadily and then advanced in review order, after which they were drawn up in line and addressed by the General, who said:—

Major Macdonald, officers and men of the Hongkong Volunteer Corps—It has been an especial pleasure to see you here to-day, because there were some prophets of evil who said that you would be so exhausted at cricket that we would not have a muster. Here you are, and I am very pleased to see you—not only I, but the many who are around you. I don't think I have ever seen a more popular corps. It should be an encouragement to you turn out. This is the second Volunteer Corps I have inspected to-day. At eight o'clock this morning I turned out the Shameen Detachment, and they responded very well. It was a very good and a very quick turn out, and at the sound of the alarm they were all at their posts. Of course, there is a good deal of difference between Shanghai and Shameen and Hongkong. Here you are under the shadow of a large military force and you have some of His Majesty's ships in the harbour. But I put it to you that it is a duty to yourselves, that it is a right and proper and fitting thing that you should prepare yourselves to be ready to strike a blow in case of necessity for your high dollar, for your Happy Valley and for the pretty girls, whom, perhaps, I should have put first. That is all I have to say to you. I hope that Major Macdonald will be encouraged to keep the corps up to strength, because in China to-day we don't know what to-morrow will bring forth. It is a time for everybody to get their loins girded up and to be ready with rifle and bayonet and know how to use them. I wish you good-night, and thank you for turning out for me.

H.E. and Lady May were among the spectators.

MORE BOUNDARY TROUBLE AT SHANGHAI.

On the boundary, says the *N.-C. Daily News* of Tuesday last, matters have again assumed an unpleasant aspect, and yesterday afternoon an episode of very great gravity occurred, in this instance possibly more serious than those which have gone before. There has not yet been time for a complete account of the affair to be received, but the circumstances are fairly plain in all their details. The affair included the capture or abduction of a foreign constable on duty on North Szechuen Road Extension and his detention in one of the police stations in Chapei, and it was only when strong measures were taken by the Settlement authorities that he was set at liberty.

The policeman in question was Constable Hall, and at half-past four o'clock yesterday afternoon he was on duty on North Szechuen Road Extension. For some time past the Chinese have been showing their former pin-picking spirit on the line of this road, particularly at the point formerly crossed by the extension of Woosung Road, and it is thought that smaller incidents which have previously occurred had paved the way for what happened on this occasion. Exactly how the affair opened it is impossible at present to say, in the absence of full reports, but it seems to have had its inception in some trouble in a shop at the roadside. Anyhow the constable found himself seized by the representatives of the Chapei police, who are ever on the outskirts of the road, and a scuffle ensued. P. C. Hall is said to have made a good fight, but he was badly outnumbered, and in the end was made prisoner and carried off. It is understood that he was first taken to the Chapei police sub-station on North Honan Road Extension and afterwards to the central station in the Markham Road district.

In the meantime news of his abduction had been conveyed to the Municipal Police headquarters. From West Hongkew Station came the news that he had been seen in custody passing the railway station, and the conclusion was reached that he had been taken to the central station above mentioned. As many available men as possible were at once collected, and under the officers of the force they, to the number of about seventy-five, were marched to the station near Markham Road. It is thought that the Chinese must have received news of their coming and transferred their prisoner back to the sub-station, for, upon the arrival of the police there, he was not to be found. The strictest precautions were taken to make sure that he was not on the premises.

At this juncture the news was received that P. C. Hall had been set at liberty, and had returned to the North Szechuen Road sub-station. This put an end to the action of the police in their search for him, but it was evident that the steps taken had the desired effect. P. C. Hall had been captured at 4.30 p.m., and he returned to the station at 6.20, although but for the work of the police there is no saying how long his period of custody might have endured. More is expected to be heard of the incident.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

LONDON, November 11th.

CONFEDERATE SUCCESSES.

A message from Belgrade states that there are unconfirmed reports that the Servians have captured Dibra, after severe fighting, and that Monastir had also surrendered. The Third Army is advancing towards the Adriatic, but progress has been delayed owing to the appalling condition of the roads.

The fall of Durazzo is expected in a day or two.

THE OCCUPATION OF SALONIKA.

It is announced at Belgrade that Servian troops entered Salonika with the Greeks.

An Athens telegram says that the Crown Prince of Greece in describing the capitulation of the city makes no mention of a massacre, and the report of the 9th inst. appears therefore to be unfounded.

TURKISH NAVAL ACTIVITY.

A message from Constantinople reports that the fleet on Sunday bombarded a Bulgarian battery near Odosto.

A TURKISH PROCLAMATION.

A message from Constantinople says that the Ministry of the Interior have issued a proclamation to the effect that the war had not yet had the satisfactory result that was desired. The presence of the enemy at Chataldja, the gate of Constantinople, and the ossibility of failure must be faced and must cause anxiety for the safety and tranquillity of the capital. The Government had neglected no measures to preserve order, and exhorts the inhabitants to be calm, and warns disseminators of false reports, which were the cause of the Powers sending warships, that they would be severely punished.

DISARMING THE POPULACE IN CONSTANTINOPLE.

It is telegraphed from Constantinople that the Government is actively disarming all classes of the population, including the refugees. Cartloads of guns, pistols, and knives are being daily conveyed to the Ministry of War for storage.

MORE WARSHIPS FOR CONSTANTINOPLE.

Besides the second warship which each of the great Powers has already *en route* to Constantinople, the Porte has also authorised the passage of the Straits for Dutch, Roumanian and Spanish warships.

RUSSIAN MILITARY PRECAUTIONS.

A message from Warsaw states that all privates whose time expired in November have been ordered to remain with the colours till March. The leave of officers has been suspended. Mobilisation in the Warsaw district is expected.

AUSTRIA AND SERVIA.

A telegram from St. Petersburg says that Russian newspapers of all shades of political opinion are denouncing Austria's attempt to deprive Servia of the fruits of her sacrifices.

A Sofia telegram says that the Government organ *Mir*, commenting on Austria's attitude, insists that the Powers should realise the changed conditions and cease from treating the Balkan States as protéges, but any agreement on the basis of perfect equality for the rights of both parties would be welcome.

OUTBREAK OF CHOLERA IN TURKEY.

Cholera, the outbreak of which was reported a few days ago, is spreading seriously, there being numerous cases among the troops in the Chataldja lines. The cases in the city appeared to be among civilians.

The correspondent of the *Central China Post* at Chenchow (Hunan) reports that most severe measures are being taken for the suppression of opium smoking. One dealer in opium has been executed by shooting and the death penalty has been ordered for all who grow opium in the district, which supplies South Hunan.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

PERAK'S LOYAL OFFER.

LONDON, November 11th.

A message from Singapore states that the Sultan of Perak, at a meeting of the Federal Council to-morrow, will move a resolution approving the offer to Great Britain by the Federal States of a first-class armoured ship, to be constructed as soon as His Majesty's advisers consider desirable.

MR. BRYCE TO RETIRE.

LONDON, November 11th.

Reuter's correspondent at Washington telegraphs that the Right Hon. James Bryce, P.C., British Ambassador at Washington, on Saturday notified President Taft of his early retirement. The *Morning Post* states that Sir C. A. Spring Race, G.C.V.O., K.C.M.G., British Minister at Stockholm, will succeed him.

OBITUARY.

LONDON, November 11th.

The death is announced of Lord Furness, who was the head of Furness, Withy & Company, and of the Furness Line of steamers.

Reuter's correspondent at Tangiers telegraphs that the Hon. Sir Reginald Lister, H.M. Minister Plenipotentiary at Tangiers, is dead.

MARINE UNDERWRITERS' NEW PROGRAMME.

RATES AND VALUES TO BE RAISED.

Important resolutions were unanimously passed by a large meeting of underwriters last night, says the *Times* of the 15th ult., having for their object an improvement in marine insurance business. The immediate causes which prompted underwriters to act together were the present exceptionally high costs of repairs to shipping, the great increase in the values of tonnage, the unsatisfactory results yielded by much of marine insurance business.

The agreement provides, in the first place, that all policies on steamers must contain a clause limiting the amount effected on "disbursements" to 15 per cent. of the insured value. The chief interest in this clause from the layman's point of view is that it goes right to one of the roots of the so-called "over-insurance" which has figured so largly during the past few years in British wreck inquiries. Hitherto underwriters have approached the question most cautiously, hesitating before taking any step that might render ordinary genuine business more difficult to do, but now they have made a big move forward. This part of their new programme should at least appeal to the many persons who have been dissatisfied because ability to cover "excessive" amounts on disbursements left a loop-hole for evil-doing, while the limit of 15 per cent. is probably sufficiently wide to ensure that no real inconvenience will be caused to the vast body of well-conducted ownerships.

INCREASED VALUE OF SHIPPING.

The second part of the programme relates to the values of shipping insured against all risks and to rates of premium.

It provides that there shall be (1) an aggregate increase of 15 per cent. in the total value of each fleet, such increase to be proportioned as may be agreed, or an aggregate increase of 10 per cent. in the values and 5 per cent. in the rate of premium, or, where the value is not increased at all the premium is to be increased by 10 per cent. On the other hand, there is a provision that should the value be increased by more than 15 per cent. an equivalent reduction may be made in the premium.

Finally, it is agreed that the underwriters shall not make any reduction in rates except in so far as the above provisions permit.

The agreement is supported by the underwriters of all the leading British marine insurance companies and by a very large number of active underwriters at Lloyd's. The provisions at present apply to vessels other than liners, but not improbably there may be an extension of them later to regular liners.

THE HIGHER COSTS OF REPAIRS.

It may be objected by some critics that under the above scheme all owners, good, bad, or indifferent, will be treated in the same way. The answer is that the "loading" in the case of rates and values now added is specifically to meet the increased costs of repairs, due both to dearer raw material and more expensive labour, which now swell the claims, and must be expected to continue to do so in future. The increases being in percentage will bear more or less heavily on the owners in direct proportion to the premiums now being paid, and which are largely the result of individual experience. There can be no denying the fact that great development has taken place in the shipping and shipbuilding industries during the past year, and underwriters, as business men, could not overlook the new factors and shape their course accordingly. It is much to be hoped that the new proposals will be found, while not pressing unduly severely on shipowners, to usher in a badly-needed era of prosperity for the marine insurance markets.

INTERPORT CRICKET MATCH.

HONGKONG'S BRILLIANT STAND

The Interport Cricket Match between Hongkong and Shanghai was opened yesterday under the most agreeable auspices. It is three years since the teams met in Hongkong, and on that occasion the home team secured a substantial win and established a record score in interport cricket. There were those who thought that the chances of Hongkong this year were not too rosy, but the selection was justified by yesterday's performance, when the home men ran up the magnificent score of 417 before they were dismissed. This is the third highest score in these interport series. Admittedly, Hongkong were lucky in reaching such a high total, as the visitors missed several easy catches, but the exposition of cricket was good and decidedly equal to interport standard. Shanghai fielded exceedingly well, though, as already mentioned, they were miserably weak at times in holding the leather, as many as eleven catches being missed. It should be mentioned that the cricket carnival of 1912 was robbed of much of its interest by the failure of Singapore to send up a team.

Brilliant weather favoured the meeting. Bright sunshine and clear skies presented ideal atmospherical conditions, and the crisp morning air made exercise agreeable. The arrangements as completed last week were carried through without a change, and the teams took the field without any alteration being necessary. As was expected, the wicket was perfect, and runs came freely. Hongkong won the toss and elected to bat first. The visitors were warmly greeted as they stepped out of the pavilion, and cheers were given Hongkong's representatives as the two first batsmen emerged. Mr. P. Lambe acted as umpire for Shanghai and Mr. P. M. Hodgson discharged a similar duty on behalf of Hongkong.

The day being a holiday brought out a large attendance of spectators, and the arrangements made for enabling them to follow the play intelligently, especially the innovation of a scoring board giving necessary details, were much appreciated. The other innovation was the special matshed erected for the accommodation of the scorers, Mr. W. D. Jupp and Lieut.-Colonel Wrigley, close to the board.

Sayer and Crawford opened the home team's account, and from the first ball from Lanning Sayer cut him rather loftily past third man to the boundary. He then took a maiden over from Quayle, and in Lanning's second over Crawford was completely beaten by a fine ball, which came across and kept low, but missed the off stump by inches. With the score at twelve, Crawford was dismissed in a most extraordinary manner off Quayle's bowling. A fast rising ball was cut sharply to second slip, who dropped it, but Walker, fielding at fine slip, lifted the dropping leather with his foot, and getting under the ball secured perhaps the most brilliant catch ever witnessed in Hongkong. Elborough shaped anything but re-assuringly at Quayle's fast deliveries, but took full advantage of a slightly over-pitched ball, and despatched it very neatly to the leg boundary. Sayer drove Lanning to the off for a boundary, and sent the next, with a pretty wrist turn, past square-leg for a couple, registering a lovely drive for four and also cut him brilliantly past point to the boundary. He came perilously near being caught just later, but the ball fell just short of point. Hancock drove Quayle to the screen. Sayer was flagrantly missed in the slips off the fast bowler, and he sent up the half-century with a straight drive to the screen off the same bowler. From two consecutive balls he registered boundaries, and then he was again missed in the slips, the ball reaching the rails. A rather scrappy late cut brought Sayer his 50, which he secured in 40 minutes, the figures being greeted with loud applause. Both batsmen seemed to be quite at home with the bowling, and runs were frequent. Elborough glanced Lanning very prettily to the leg boundary, and Sayer, who became rather impetuous and hit at practically anything, followed suit with a beautiful drive past cover, who badly missed him afterwards from a mis-hit. Quayle was bowling erratically and making the ball kick very awkwardly. With the score at 90 McEuen relieved him, and Sayer turned a full toss to leg for a nice four, and sent up the century with a hit for two just after the boom of the midday gun was heard. The batsman next turned an over-pitched delivery from Lanning to the leg boundary. Elborough registered two fours very cleverly off McEuen from consecutive balls, and drove Lanning with great force past mid-off to the boundary. Lieut. Bagnall came out at this stage of the game to run for Sayer, who had injured his knee. Ollerdessen, in preventing a stroke from Elborough reaching the rails, twisted his ankle and retired, Hutchison, of the home team, acting as substitute. Sayer turned McEuen round to the leg boundary very gracefully, but from the next ball, a full toss high up on the bat, he was caught at mid-on by Quayle with his score at 85, which he had obtained in an hour and 25 minutes out of a total of 134. His figures included twelve 4's, two 3's, and eight 2's.

Hancock was the next batsman, and he opened his account with a single off Lanning, from whose subsequent deliveries Elborough registered a couple of pretty strokes for two and three. The same batsman hooked McEuen to leg for a couple, and the third half-century was hoisted. Both men then despatched McEuen to the leg boundary.

With the score at 160 Lanning was given a belated rest, having bowled with skill and great judgment for an hour and three-quarters. The visiting "skipper" might well have given him relief a long time previously. Quayle bowled in his stead, and runs came freely from the other end. Just before the tiffin interval Elborough, after negotiating several "twisty" deliveries from McEuen, sent him to the boundary, and completed his half-century. The score then stood at 185 for 2.

A few minutes after resuming Elborough was beaten by a beauty in Quayle's second over and bowled all over his wicket without any addition to the score. Claxton filled the vacant position at the wickets, facing the bowling of Lanning. Quayle was bowling at a great pace, and a ball from him kicked up fiercely, striking Hancock a severe blow on the body. However, the home skipper secured three beautiful boundaries off him in the same over. Claxton figured very uncomfortably at the bowling, but eventually hit a pretty four between point and cover, the signal for the second century being hoisted simultaneously. With but four added to the score, Hancock was well caught by McEuen, low down at mid-on. He hit six 4's. The bowlers with the new ball were getting on plenty of spin, and, keeping a good length, were very difficult to get away. Turner, the newcomer, hooked Quayle prettily for a couple, and Claxton pulled a short one from Lanning to the rails with great force. The former batsman placed McEuen, who succeeded Quayle, brilliantly past point, and pulled him for four to the rails. After Claxton had lifted Lanning perilously, Turner was brilliantly caught at square leg by McEuen off that bowler. With the advent of Dempsey Walker again rung the changes, Quayle replacing McEuen. A fast yorker beat Claxton, but missed the stumps, and the game became very sedate for an appreciable while. Dempsey broke the monotony with a pretty four to leg off Lanning, and glanced Quayle to the boundary with a really brilliant effort. He used the utmost discrimination in picking out the right ball to hit, and was taking no chances. A single from his bat sent up 250, amid the hearty cheers of the spectators. Quayle gave way to McEuen, and Claxton sent the last ball of his first over between the covers to the railings. With the total standing at 261, Dempsey, in attempting to hook Lanning, had his leg peg disturbed by a good ball that kept low. Hutchison filled the vacancy. Claxton hit McEuen for three fours in succession—all brilliant strokes. Hutchison opened his contribution with a pull to leg for three. Anderson was given a trial with the ball, and shortly afterwards Hutchison was missed from a straight drive to mid-off. Claxton completed his half century with a well-timed cut past point to the boundary, and celebrated this achievement by despatching McEuen's next ball clean out of the ground for six—the first of the match. A single from Hutchison caused the third century to be hoisted, and Lanning then displaced McEuen at the Naval Yard end. In his first over Hutchison was badly missed from a skier to mid-off. Claxton drove Anderson very finely for two 4's, and Hutchison despatched Lanning to the off for a three and a boundary. Runs were coming very fast at this stage of the game, and the lack of variety among the visiting trundlers was painfully evident. Claxton was given another life from a lofty hit and also narrowly escaped being stumped when having a "go" at Anderson. Hutchison helped himself to a lovely four off Anderson, and punished Lanning for a three to the on. His partner was flagrantly missed in the slips, and after several narrow escapes of being stumped Hutchison ultimately met his fate at the hands of the keeper, who broke the wicket very smartly. The outgoing batsman's total of 39 was chiefly meritorious for straight drives, and included five fours. Bagnall succeeded, but Claxton was almost immediately caught in the long field off Lanning. Although having more than a fair share of luck, his innings was an excellent one, and he obtained nearly all his runs in front of the wicket. His score comprised one 6 and eight 4's.

Bagnall commenced business in real earnest with a couple of fours at the expense of Anderson's average, and caused Quayle's re-appearance in the latter's place. Off Quayle's second ball, Bagnall cut one with terrific force straight to point, who found the handful too hot to hold. Christian got Lanning away to the leg boundary with an extremely pretty stroke, and 350 was signalled. The same batsman accomplished another excellent hit between the covers off Quayle, his partner returning the compliment with a couple of straight drives to the rails off Lanning.

After their long "outing," the bowlers obviously began to tire, but a "yorker" from Quayle completely beat Christian at 388. With only 12 to score to register the fourth century, White took up his stance at the wicket, breaking his "duck" with a couple from the first ball he received. The interest of the spectators grew keener as the score crept towards the fourth century. Several smartly run singles brought the score up to 395, and then White was badly missed from a flagrant swipe. A single was run, and then Bagnall found the rails with a beautiful straight drive, thus sending up the 400, and eliciting enthusiastic cheers. White notched a couple of boundaries at Lanning's expense, and Bagnall, not to be outdone, returned the compliment with two more, reaching his half-century with the last stroke. The next ball from Quayle spreadeagled his stumps. Among his hits were seven 4's. The home team were out for 417, White being undefeated with 12 to his credit.

The ground fielding of the visitors was almost beyond reproach, but they have themselves to blame for the substantial score of Hongkong's representatives in that they failed to accept the many chances presented them. However, the brilliant sun was doubtless largely responsible for this expensive failure, but some of the catches could only be described as simple and little excuse could be offered. One of the features of their fielding was the brilliant performances of Tait at point and Muriel at cover.

SHANGHAI'S TURN AT THE WICKET.

A. E. Lanning and Crockwell opened the visitors' innings at 4.45, being opposed to White and Christian. From the former's first ball Lanning registered a four with a well-timed cut past point. Christian adopted the "off" theory, but his balls were not of a length to attain the desired success. Crockwell got White away nicely for four, and the bowling appeared to be very ordinary for a while. However, both improved, and scoring was very slow, the batsmen exercising the strictest caution. At about 5.20 the visitors appealed against the bad light and stumps were then drawn for the day with the batsmen still in. Score:—

HONGKONG—FIRST INNINGS.

G. B. Sayer, c Quayle, b McEuen	85
Capt. Crawford, c Walker, b Quayle	4
A. C. Elborough, b Quayle	53
R. Hancock, c McEuen, b Quayle	41
A. A. Claxton, c A. E. Lanning, b V. H. Lanning	75
W. C. D. Turner, c McEuen, b Lanning	11
Lance-Corpl. Dempsey, b Lanning	14
R. O. Hutchison, st. Haynes, b Anderson	39
Lieut. Bagnall, b Quayle	50
Lieut. Christian, b Quayle	14
Lieut. White, not out	12
Extras	19
Total	417

BOWLING ANALYSIS.

	O.	M.	R.	W.
Quayle	31.3	5	107	5
Lanning, V. H.	45	8	143	3
McEuen	17	1	105	1
Anderson	6	—	43	1

SHANGHAI—FIRST INNINGS.

A. E. Lanning, not out	16
L. H. W. Crockwell, not out	6
Extras	4
(For no wkt.)	26

INTERPORT CRICKET RESULTS.

Year.	Hongkong.	Shanghai.	Won by
1866—	430	107, 59	Hongkong.
1867—	121, 82	340	Shanghai.
1867—	109	200	Shanghai.
1889—	68, 80	94, 55 for 7	Shanghai.
1891—	268, 72 for 3	180,300	Drawn.
1892—	429	163,134	Hongkong.
1892—	78, 79	112,292	Shanghai.
1897—	162,201 ,, 9	173,189	Hongkong.
1898—	179,126	273, 74	Hongkong.
1901—	230,157	239,152 ,, 3	Shanghai.
1903—	338	122,191	Hongkong.
1904—	274,109 ,, 6	229,151	Hongkong.
1906—	46, 66	130,121	Shanghai.
1907—	261,137 ,, 6	212,185	Hongkong.
1909—	293,215	294,166	Shanghai.
1909—	455 ,, 9	153, 78	Hongkong.
1911—	56, 93	175	Shanghai.

TRIANGULAR CONTESTS.

Year.	Hongkong.	Straits.	Won by
1897—	216,118	413	Straits.
1902—	192,296	253,100	Hongkong.
1904—	155,1-0	128,232	Straits.
1909—	211, 70	179,100	Hongkong.
1897—	75, 51	138	Straits.
1902—	227,110 for 9	105,231	Shanghai.
1904—	118,113	93,190	Straits.
1909—	239,150	250,150 for 6	Straits.

THE JUBILEE OF PHILATELY.

STAMP EXHIBITION IN LONDON.

The *Times*, of the 14th ult., says:—

More than 200 philatelists of all nationalities are competing at the International Postage Stamp Exhibition which will be held at the Royal Horticultural Hall this week and has been organized by the Junior Philatelic Society to mark the jubilee of philately as a study. From to-day until Saturday the exhibition will be open free of charge to the public, tickets of admission being obtainable from the hon. secretary, Mr. H. F. Johnson, 44, Fleet-street, E.C., or at the hall. The Postmaster-General will perform the opening ceremony this afternoon, when admission will be by invitation only. The exhibition will be open daily from 10 a.m. to 10 p.m.

The collection of stamps brought together is probably the largest ever shown, and is valued at £300,000. The international jury, with whom rests the awarding of the prizes—gold, silver, and bronze medals and other awards—is composed of the following experts:—Baron A. de Reuterskiold (Switzerland), Dr. Diena (Italy), Mr. Nils Strandell, B.A. (Sweden), M. Albert Coyette (France), Mr. A. W. Batchelder (United States), and Messrs. E. D. Bacon, R. B. Yardley, and L. L. R. Hausburg (Great Britain). The announcement of the judges' decisions will be made at the exhibition banquet on Wednesday evening.

The most valuable item in the exhibition is the original copper plate from which were printed the world-famous 1d. and 2d. "Post Office" Mauritius stamps of 1847, the most popular of all stamp rarities, only 26 copies being known. Copies of both these stamps are in the collection of the King, and the 2d. stamp was sold at auction some years ago in London for £1,450. This copper plate, the size of an ordinary visiting card, was engraved by a small watchmaker in Port Louis, Mauritius, in 1847, and from it some 500 copies of both denominations were produced. It has since been stored away among the almost forgotten possessions of a former Mauritius resident who died recently, and is now part of the collection of Mr. Sydney Loder. An item which has not been exhibited before is the first impression of the new unified postage stamp for the Australian Commonwealth, in the design approved by the Australian Postmaster-General. This shows the figure of a kangaroo within an outline map of the Australian continent.

In the scheme of competition, two innovations have been made. These are the introduction of a separate class for specialized collections of single issues, and the creation of a Junior Championship for collectors under 21 years of age exhibiting in any class, the trophy being a silver cup, presented by the President of the Junior Philatelic Society.

In the regular championship class are entered five highly specialized collections. First there is the celebrated Ceylon collection of Baron Anthony de Worms, containing several notable rarities in the Pence issues, and probably the finest accumulation of these scarce stamps in existence. Next is the collection of the stamps of Great Britain formed by Mr. Sydney Loder, which is especially strong in Mint unused specimens. Dr. Achillitto Chiesa, one of the leading philatelic students of Italy, exhibits a collection of the rare early postage stamps of Buenos Aires. The Warren collection of the postage stamps of Holland and colonies, which has gained its owner high awards at other exhibitions, is entered, as is also the display of Swiss stamps belonging to M. Victor Beaujeux, of London.

The stamps of the British Empire are naturally favoured by philatelists of our own country, and one of the most valuable collections is the specialized one of postage stamps of New South Wales, the property of Mr. Harvey R. G. Clark. An extensive collection of the picturesque stamps of British New Guinea and Papua is exhibited by Mr. R. L. Bagnall.

THE SULTAN OF TURKEY'S RECENT PROCLAMATION.

It is not without interest at the present stage of the war between the Balkan States and Turkey to read the Sultan's proclamation ordering a general mobilization just a month ago. It runs as follows:—

The whole world knows the love of Turkey for peace. Ottomans respect the rights of all peoples and demand also respect of their own rights by all. Ottomans have no desire to trouble the peace and happiness of other people and they also ask that their own shall be undisturbed. Notwithstanding the great difficulties to which the Empire is exposed, the Government is carrying out gradually to the degree possible the reforms that the country needs. We are working for the welfare of our people. Nevertheless, our small neighbours, who have designs on our country, realizing that progress would defeat the attainment of their illegitimate plans, want to prevent reforms and progress. Taking advantage of our difficulties, they have united to attack our provinces. The Chauvinists of Bulgaria, Montenegro, Servia, and Greece, which countries have been the theatre during 600 years of the exploits of Turkish arms, have sent troops against our frontiers, compelling us to mobilize the army, the guardian of the nation's honour, and, therefore, in order to complete the mobilization, the Redifs and Territorials of the Second Military Inspection also, as well as a part of the Third Inspection.

The sacred duty of defending the Fatherland devolves on you. Your duty is not to allow your enemies to tread an inch of the sacred soil soaked with the blood of your ancestors. Your enemies are gathering on the frontiers seeking to snatch your patrimony from your hands and destroy the happiness of your sons and grandsons. Fight with the courage of your ancestors. Show yourselves worthy of your brothers fighting in Tripoli, and it is certain you will add fresh victories in the records of the Empire. God grant you may always be victorious and make Ottomans happy by your conquests.

INCREASED DEMAND FOR OIL TANK VESSELS.

ANNUAL REPORT OF LLOYD'S REGISTER.

In the report of Lloyd's Register for 1911-12, issued on 17th ult., it is stated that the demand for new steamers intended for carrying oil in bulk, which last year was unusually brisk, has increased enormously. Since July 1st, 1911, 16 vessels, of 66,911 tons, intended to be used for this purpose have been assigned the society's classification, while there are now preparing and in course of construction at home and abroad no fewer than 87 vessels, registering 479,000 tons, the plans for which have been approved by the committee with a view to being classed 100A1 "Carrying petroleum in bulk." These figures represent practically the whole of such tonnage under construction, and it is interesting to observe that ten of the vessels are 525ft. in length, of about 10,000 tons gross, and are larger than any yet constructed for carrying oil in bulk.

The report goes on to say that:—

Concurrently with the increase in the number of vessels under construction for carrying oil in bulk, there is a great development taking place in the use of oil fuel instead of coal. The society issued rules for the use of oil fuel as long ago as 1902, and within recent years a few vessels have been adapted for burning such fuel. The more extended use of this fuel has been under the consideration of shipowners for some time, and several vessels when originally built have been constructed with oil fuel bunkers, although not supplied with oil burning apparatus, so that the conversion from coal to oil fuel can easily be effected in the event of its being considered desirable.

OIL FUEL BUNKERS.

Taking the United Kingdom alone, the following figures show the expansion which is now going on in the replacement of coal by oil. From January 1st, 1910, to the present time, there have been completed, under the survey of the society's surveyors, 15 oil-carrying vessels, and 19 other vessels, constructed with oil fuel bunkers. Of these, four of the former type and 14 of the latter were not fitted with oil burning apparatus, whilst the remaining 16 vessels had complete appliances. At the present date oil fuel bunkers are being constructed in 45 oil-carrying vessels and in 19 other vessels, all of which are being built under the society's survey. Complete oil burning installations will be fitted in 35 of the former, and in nine of the latter.

The society's rules for the burning and carrying of oil fuel are applicable to oil with a flash point not lower than 150deg. F., and in all the vessels hitherto classed under these rules, as well as in most of those now in course of construction in which oil fuel is to be used, the arrangements are suitable for this class of oil. Recently, however, there has been a great development in the supply of oil fuel with a lower flash point, and it is intended that this kind of oil shall be used on board 12 of the large oil-carrying vessels now being built. In these cases, the bunkers and arrangements have received the special consideration of the committee, who have approved plans providing for the special conditions which experience with the carriage of light oil has shown to be advisable.

SHIPS FITTED WITH DIESEL ENGINES.

It is pointed out that the success of the vessels fitted with the Diesel engine has already led to a very considerable increase in their construction, more especially in Holland and Germany. This development has been watched by the committee with great care and interest, and the various problems attendant on the introduction of the internal combustion engine into sea-going vessels have received the close attention of Mr. Milton, the society's chief engineer surveyor. It is felt, however, that the time has hardly yet arrived for the provision of rules on the subject. There are at the present time being built, under the supervision of Lloyd's Register, Diesel engines for 34 vessels, 23 of which vessels are of tonnages ranging from 2,000 to 10,000.

The motor-vessel *Vulcanus*, fitted with a four-stroke cycle Diesel engine, has been running during the year, and the results of the working of the engines have, it is stated, been so satisfactory to the owners that they have now under construction, with a view to classification in Lloyd's Register-book, five other vessels of considerably larger size and with Diesel engines of greater power, which will be fitted by the same engine-builders, the Nederlandsche Fabriek van Werktuigen en Spoorweg-Materieel, of Amsterdam. At the present time the society's surveyors have under inspection at these works 11 sets of Diesel engines intended to be fitted in six vessels, the aggregate power of the engines being 10,100 brake h.p. The official trials of the oil-engined vessel *Cordonian*, of 2,000 tons gross, have recently been carried out with successful results. This vessel, which has been built under the society's inspection by the Clyde Shipbuilding and Engineering Company (Limited), is fitted with Diesel engines of the two-stroke cycle type, of 750 brake h.p., and will be assigned the society's classification, "For Canadian Lake Service."

NEW VESSELS CLASSED.

The report shows that during the year classes were assigned by the committee to 684 new vessels of 1,468,166 gross tons. These figures represent 623 steamers of 1,455,988 tons and 61 sailing vessels of 21,178 tons, all of which were constructed, in accordance with approved plans, under the special supervision of the surveyors to Lloyd's Register. Of the total, 1,006,535 tons, or about 68½ per cent., were built for the United Kingdom, and 461,631 tons, or about 31½ per cent. for the British Colonies and foreign countries. As compared with the figures for the preceding 12 months, the present return, following the general movement of the ship-building industry, shows an increase of 366,865 tons as regards steamers, and 2,825 tons as regards sailing vessels.

INTIMATIONS

MOTHER AND HER THREE CHILDREN CURED OF ECZEMA

By Cuticura Soap and Ointment. Lost All Their Hair. Tried Everything. Have Beautiful Hair Now.



"My little girl is three and a half years of age and her head was covered with sores. I tried a sample of Cuticura Ointment and I could see that there was a great improvement so I got one box of Cuticura Ointment and it healed all the sores. Now her head is nice and healthy. I have tried many ointments but none did any good but Cuticura Ointment. My other two little children also suffered very much. Their trouble began in little blisters and then the blisters began to discharge, and they were a pitiful sight with the eczema.

"I had to stay up all night with them to keep them from scratching. I also suffered the same trouble. We lost all our hair. It came off in big patches. After using the Cuticura Soap and Ointment I could see that there was a great change, so I got another tin and it cured all of us. Now they have beautiful golden hair. It was enough to break a woman's heart to see them suffering and trying everything, but none would do the work but Cuticura Soap and Ointment." (Signed) Mrs. Laura M. Williams, Aber Crossing, Aber, near Bangor, N. Wales, July 17, 1911.

Samples with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N.S.W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U. S. A.

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NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "EGREMONT CASTLE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents.

Hongkong, 5th November, 1912. [1295

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"DENBIGHSHIRE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 12th inst. at 6 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 12th inst., at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 7th November, 1912. [59

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.

FROM BOMBAY.

THE Steamship

"CAPRI,"

having arrived from the above port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 18th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the godowns, where they will be examined on the 15th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co.,
Agents.

Hongkong, 8th November, 1912. [4

NOTICE TO CONSIGNEES

FROM KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

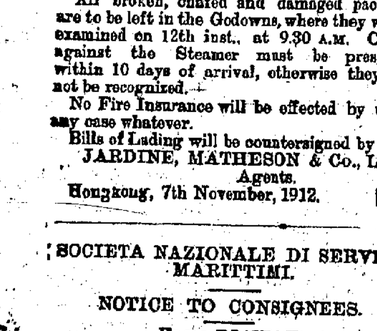
Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 8th November, 1912. [892



PASSED THE CANAL.

October 8th—*Alcinous, Meinam, Schuylkill, Telemachus, Estonia, Vladimir.* 11th—*Ajax, Antilochus, Braemar, Glenlogan, Kaga Maru, Teenkai, Voronej, Yorck, Ocean Monarch.* 15th—*Brisgavia, Dardanus, Glenesk, Liberia, Myrmidon, Prinz Ludwig, Sardinia, Annam, Tango Maru, Africa, Rhesus.* 20th—*Persia, Suevia, Thesus, Yeddo, Deike Rickmers, Preussen.* 22nd—*Achilles, Benlarig, Caledonier, Inverclyde, Prinzess Alice, Sicilia, Silentor, Alesia Tranquebar, Rohilla, Baron Erskine.* 29th—*Brasilia, Monmouthshire, Atreus, Pisa.* 31st—*Sardinia.* November 1st—*Antenor, Machaon, Sumatra, Sydney.* 5th—*Belgravia, Benclevich, Ceylon, Indrasamha, Lutzow, Menclaus, Moyune.* 8th—*Bulow, Hitachi Maru, Patroclus, Peiho, Pera.*

ARRIVALS AT HOME.

November 8th—*Sydney.*

HAPPY AUSTRALIA.

[BY MADAME MELBA IN THE "DAILY MAIL."]

"You were born in New York, were you not, madame?"

"No, at Melbourne."

"Oh, but it's the same thing," a travelled Frenchman said to me. It is incredible how ignorant some people in the Old World are about Australia. When they learn that I come from there they gently suggest that my grandmother must have been black, or hint that I am not a true type since I am not a marsupial. Really it is astonishing how little the Old World knows about this newest continent. If these people were asked to draw a map of Australia they would probably fill in the interior with freak kangaroos and prehistoric animals like the geographers of the Middle Ages.

The pioneer days are past, Australia is settling down. Life is a little less picturesque—fortunes are not made and lost in a day; less romantic—gold escorts are not held up by bushrangers; less thrilling—explorers do not perish in Tom Tiddler's land—than it was. We had the era of gold. We have had the era of grass. We are in the era of grain. In the beginning we were not much more than a string of seaports. We had six States still, but they were little more than a geographical expression until two decades ago. Our activities centred in and circled around them. Great cities grew up which were like the monstrous mannikins with huge heads who figure in pantomime. We are changing all that. Australia is no longer a mere fringe of population scattered along an immense sea-board.

THE SPIRIT OF ADVENTURE.

Immigration, irrigation, land settlement, good roads and national railways constructed for developmental purposes are filling up the rich and fertile lands which stretch from the coast line to the heart of the Commonwealth. The spirit of adventure which caused the gold rushes of the fifties is still alive. But it is corrected and checked by the wisdom winnowed from experience. The people are doing big things in a big way. For example, the Burrenjurck Reservoir which will enable 5,000 sturdy families to be planted in the Riverine, will be second only to the Assouan Dam. It will hold as much water as Sydney Harbour, upon whose bosom all the Empire's fleets could ride and yet leave room for other navies. The people still pray when a dry spell threatens, but they have laid to heart the advice given by Bishop Moorhouse—"By all means pray, but also store the water which Providence has so generously showered upon you." In Victoria the present Governor, Sir John Fuller, is actively associating himself with a forward irrigation policy. The disastrous droughts of the early days can never recur.

The great primary industries which are the backbone of every country have been built up to a wonderful state of abounding prosperity. The "chicken in the pot" policy is not a dream in Australia. It is *un fait accompli*. The general average of wealth and well-being is not excelled anywhere. Better still, it is steadily advance. Best of all, in creating a Greater Britain beyond the seas we have strengthened those crimson ties of friendship which Sir Henry Parkes so graphically compacted into a memorable phrase.

IRREPRESSIBLE OPTIMISM.

Consciously Australians have cultivated the best attributes of the race. Conscientiously they are striving to be worthy of their stock. After a hundred years of painful and plucky endeavour they are filling up a great continent which stubbornly hid the secrets of its vast natural resources. Measured by the standards of older generations there is, maybe, a larger dash of speculation in the character of our people, an approximation to rashness in a few of their political experiments, a seeming disregard of social conventionalities in their daily life. But then ours is a new continent and we are a new people. And latitude stamps itself on all peoples. The grit and (shall I use an Australian slang word?) gumption which settled the Commonwealth would not alone have given them victory. They also had to possess an irrepressible optimism, undaunted faith, and colonising instinct, which has made us Empire builders. Greater solidity and more caution will come with greater maturity. As it is, Australians have in large measure those eternal qualities of racial domination, truth, justice, honesty, and courage, and having them they will never go far astray.

Out of them is springing up a nationalism which must help to mould the future of our Empire. The recent declaration by the Prime Minister of Australia that Australians will stand shoulder to shoulder with the Motherland is no mere cry of the Tadpole and Taper brand. It is the voicing of convinced imperialism. There was a period in our fight toward nationhood when a few stunted souls preached separatism and spoke about "cutting the painter." But they slumber in the dust and their evil doctrines have been contemptuously forgotten by a people whose sole aim is to maintain the paramountcy of our Empire.

THE VOICELESS PRESSURE OF ASIA.

The forces at work are no longer centrifugal. They are centripetal. Australia is feeling the voiceless pressure of Asia. She is erecting a human bulwark along her northern littoral. She is commencing to be conscious of her possible destiny in the South Pacific. She is being affected by the undercurrents of international ambitions and aspirations. Transcending all these is her pride of race. She is British to the backbone. Her sense of imperialism is broad, based upon a reasoned understanding. Her politics probably look a little kaleidoscopic to those who live in Great Britain. The development of six smaller communities and their welding into a nation ought, however, to be proof of their general efficacy, while there is a growing sentiment on the mainland in favour of forming an Australasian Commonwealth by uniting the sister dominions of Australia and New Zealand.

When Mr. James Bryce, on a flying visit from the United States, invited Australians to become partners in the Empire last month his words fell upon ready and sympathetic ears. Federation widened the horizon of our people. Parochialism imperceptibly broadened into patriotism. love of country, love of kinsfolk, love of Empire. Our British statesmen are almost as well-known to-day in every city, town, and hamlet in Australia as they are here in England, although twelve thousand miles divides us. There is a tendency to think of our Dominion as a nation still in its swaddling clothes. It is not. The emblems of childhood have been shed, and Australia is thickening into a lusty manhood of splendid promise.

SUPREMACY OF THE SEAS.

All parties are united in their determination to assist Great Britain to retain the supremacy of the seas at any sacrifice. That is the keynote of Australia's imperialism. As a people, we have been equal to all the demands made upon us. The Empire to-day represents the evolution of centuries. As the time arrives for the readjustment of relations so surely does some man, or men, discern the proper way to adapt the old order to the new.

Australia is loyal. Australia is prosperous. Australia faces the future without fear. Upon British statesmen devolves the responsibility of helping to so shape the course of Empire that this creative enthusiasm may be rightly employed in making our Empire impregnable as Holy Writ.

FALLING BIRTH RATE.

PLAGUE OF EMPTY CRADLES IN ENGLAND.

The Falling Birth-rate was the subject of a paper read at the recent Church Congress at Home by Mr. W. C. D. Whetham, M.A., F.R.S., Fellow and Tutor of Trinity College, Cambridge. He said that until the second half of the eighteenth century the population of Great Britain underwent fluctuations in number, but sustained no great or continual increase. Losses by death or emigration approximately balanced the gains by birth or entry from abroad. The birth-rate was probably between 30 and 40 per 1,000, while the death-rate in the cities reached 80. But when the vast supplies of energy stored in our coalfields were made available by the discoveries and inventions associated with the industrial revolution a great increase in the number of the people that could be supported was made possible by the increased resources, and demanded by the need to develop them. For a hundred years the population grew, both by a slight increase in the number of births and by the falling death-rate produced by improvements in sanitation, medicine, and surgery.

The population was still growing, but since 1876 a new phenomenon had appeared. The birth-rate, which for many years had been slightly increasing till it had reached 35.5 per 1,000 per annum of the population of England and Wales, had since fallen steadily till it now stood at about 24 per 1,000, and in many "residential" districts was probably less than 15 per 1,000. A similar change had taken place in all the nations of Western Europe and the allied races of North America and Australasia. The way was led by France, where the births barely equalled the deaths, while Germany was now following the other countries after a period in which she seemed to be affected to a less degree. It was perhaps characteristic that, while England had suffered for 46 years a diminution in the birth-rate and in the quality of the population, and taken no special notice thereof, Prussia had already appointed a commission of enquiry, and intimated her intention of taking action—drastic if necessary—on their recommendations.

POWER OF THE RELIGIOUS MOTIVE.

In this connection he pointed out that the experience of France, and, indeed of ancient Rome, showed that economic and legislative rewards, on any scale likely to be adopted in the near future, had but little power to stay the plague of empty cradles. The religious motive alone seemed effective with normal mankind in exalting the future welfare of the race above the temporary welfare of the individual. We had to fight against the irresponsible production of children among tainted stocks on the one hand and the close limitation of families among the able and sound on the other. In these questions, as in so many others, the sane and temperate spirit of the Church of England was of special value; that *vis medica* the Church was by constitution pledged to follow, was in very deed the path of safety.

To maintain a people unchanged in numbers amid the changes and chances of this mortal life, about four children on the average must be born to each pair who produced children at all. At present the average number among the most valuable sections of our nation in all ranks was about three, while the still falling statistics, no less than common observation, indicated that two children was the ideal at which many such parents probably aimed. Carried out all through the nation such a consummation would involve a rapidly shrinking population; while, selectively exercised on the best material, it had, if a less obvious, a still more disastrous effect.

PRESSURE OF MODERN LIFE.

In regard to this aspect of the case, it was to be observed that the pressure of modern life on the less wealthy classes often tended to a wrongly directed selection. While the thriftless pauper could rely more and more on the State to support himself and any number of offspring, the sound and able found the burden of children increasing continually. In some cases, the Church might well raise a warning voice. Let them take two instances out of many: the open and immoral advertisements for servants or officials—"without encumbrances," and the payment by the State to carefully chosen men in its employ, such as the seamen who man its fleets, of a wage insufficient to support a wife and family. Both these actions tended indirectly to the suppression of children who would become sound and useful members of the community.

To hand on our moral and spiritual qualities to generations which had learned to use them better might be the chief reason of our presence on this globe at all. To refuse to accomplish our just share in the joint labour unless we had reason to believe that our contribution could only be worthless or maimed, was a betrayal of the divine purpose of life, a rejection of the spiritual basis of existence, on which the life of the Church, if it was to continue and prosper, must always be maintained.

THE FREIGHT MARKET.

Messrs. Lamke & Rogge of Hongkong in their freight circular, dated the 9th inst., state:—

The freight market during the fortnight under review has retained all the strength recently acquired, and if there is not much business done in the different trades this is due to the light offerings of tonnage, whilst Time-chartering for prompt as well as forward delivery has been upon a very extensive scale, and in some instances exceptionally high rates have been put through.

The North reports that charterers are experiencing difficulty in securing tonnage after so many of the "outsiders" have been taken up on time-charter by the South, and regular liners at the moment having all their work cut out to handle regular business, even coal freights Moji/Shanghai at $1.80 do not tempt owners.

From Saigon to this there is very little doing for "regular" liners and 7 cents can be taken as nominal quotation.—There will be nothing in the way of chartering until the new crop is available for export purposes.

Rice exports during this season amount to total 502,496 tons as compared with 623,137 same period last year.

NEW CROP:—Latest reports from Saigon are to the effect that the weather continues favourable for the crop, which is reported to be growing satisfactorily in the different provinces, but it is stated that owing to drought planting was completed only about one month later than usual and consequently to ensure best results the rainy season will need to be exceptionally prolonged. As to the yield, it is too early yet to give any reliable idea.

SAIGON/PHILIPPINES:—A couple of fixtures have taken place on better terms than last paid, the rate advancing from 35 cents to 37 cents per picul. Mail advices to hand report that the greatest rice-crop in the history of the Philippines is assured. In all districts there is a good crop and in Batangas the rice crop is now being harvested, and is a record breaker.

SAIGON/JAVA:—Nothing doing.

JAVA OUTWARD:—There was some inquiry for tonnage and we hear of several boats being chartered at 45 cents per picul.

BANGKOK:—Regular liners have lately been getting full cargoes of the old stock.

NEW CROP:—Favourable weather has been experienced for the growing crop, but much depends on whether good rainfall will continue well into November.

JAPAN CROP:—According to a preliminary estimate 5 per cent. of the Rice crop has been destroyed by the typhoon which swept over the Southern half of the Central Island on 22nd of September, and the first estimate of 7,679,166 tons must now be reduced to 7,295,208 tons. In many well informed quarters it is believed that the eventual reduction of crop will be about 10 per cent.

NEWCHWANG/CANTON:—No fresh business has been done during the last fortnight, and importers having booked sufficient tonnage ahead for loading before Newchwang becomes ice-bound, no further chartering is probable this season.

TIMECHARTERS:—Chartering has again been upon a very extensive scale and much advanced rates.

Coal Freights from Moji to this:—Indications from Japan point to a slightly easier feeling.

FIXTURES REPORTED:—Moji/Hongkong $2.20, Newchwang/Amoy $3.35, Tsingtau/Amoy $3.50, Port Courbet/Swatow $3, Hongay/Hongkong $2.50 and Hongay/Swatow/Amoy $2.50/$3.50 per ton.

SALES:—The German str. *Devawongse*, 1,057 tons net reg., has been sold on private terms.

CASUALITIES:—The German str. *Loosok*, 1,020 tons net reg., reported in our last issue as sold to local parties at $80,000 for November delivery, has been wrecked on the rocks off Bankonwan Island while on her way from Saigon to Cebu and is considered a total loss.

WM. POWELL, LTD.

TELEPHONE 346.

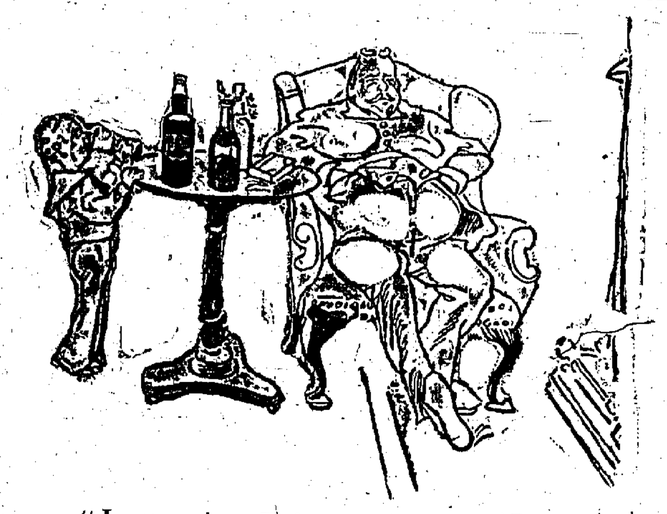
GENTLEMEN'S OUTFITTERS.

LLAMA
UNDERWEAR
IN THREE WEIGHTS.

GUARANTEED UNSHRINKABLE

WHITE
"VIYELLA" UNDERWEAR
WARMTH WITHOUT WEIGHT.

SWEATERS. CLUB COLOURS.
COAT SWEATERS.
GOLF-HOSE.



"I am thy Father's Spirit."—HAMLET.

BLACK AND WHITE WHISKY.

GARNER, QUELCH & Co.,

TELEPHONE 636. SOLE AGENTS. [123

VAN HOUTEN'S COCOA

PURE, SOLUBLE,
EASILY DIGESTED,
HIGHLY NOURISHING.

Cheap: Because a little goes a long way.

The Standard Cocoa of the World.

TRY IT!

2208

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S
No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England. 470

"LOOK ALIVE!"

is one of the many casual every day injunctions wherein lurks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top: in society it is the active, gracious, agreeable person who is most run after: in the domestic circle it is the cheerful member who most completely wins and holds our affection. Therefore look alive! If you are suffering from anything which robs you of your healthy alertness attend to the trouble at once and dont rest until a cure is effected. If you suspect that dyspepsia or any disordered state of the stomach, liver, or bowels, is sapping your vitality, it is certain that without delay, you should

TAKE
BEECHAM'S PILLS.

Sold everywhere in boxes, price 9½d. (36 pills), 1/1½ (56 pills) and 2/9 (168 pills). 170.4

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION.

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THE NEW FRENCH REMEDY. No 1 No 2 No 3
THERAPION Price 2/9 leading Chemists. CURES BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, FILES. SEND STAMP ADDRESS ENVELOPE FOR FREE BOOKLET TO DR. LE CLERC MED. CO. HAVERSTOCK RD, HAMPSTEAD, LONDON, ENG. PARIS DEPOT: 12, RUE CASTIGLIONE. NEW YORK DEPOT: 90, BEEKMAN ST. TRY NEW DRAGEE (CASTILLE) FORM OF THERAPION EASY TO TAKE. SAFE AND LASTING CURE. A CURE FOR YOU
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS. 175

WEATHER REPORT.

On the 11th at 12.10 p.m.—Pressure has increased considerably over N. Japan, moderately over central Japan and S. Manchuria, and slightly over Formosa and the Philippines. It has decreased moderately along the E. coast of China.

The area of high pressure over China has spread eastward, interrupting the monsoon to the north of Foochow.

The monsoon over the N. China Sea will probably weaken.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST.
* Hongkong & Neighbourhood	
Formosa Channel	N.E. gale.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan .	The same as No. 1.

* N.E. winds, moderate; fine.

CHINA COAST METEOROLOGICAL REGISTER.

11TH NOVEMBER, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vl'ostock	7 a.	30.16	22	82	SE	6	b
Nemuro	6 a.	30.04	—	—	NW	2	—
Hakodate	"	30.11	—	—	N	1	—
Takio	"	30.22	—	—	NW	1	—
Kochi	"	30.29	—	—	SW	1	—
Nagasaki	"	30 27	—	—	E	1	—
Kagoshima	"	30.13	—	—	N	1	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishi'jima	"	—	—	—	—	—	—
Bonin Is.	"	—	—	—	—	—	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei ...	"	30.20	44	51	WSW	3	d
Hankow	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Shanghai	"	30.39	28	100	SW	n	c
Gutzlaff	"	30.27	40	—	NW	1	ov
Sharp Peak ...	7 a.	30.33	59	—	N	1	o
Amoy	6 a.	30.33	59	65	NNE	4	o
Swatow	7 a.	30.26	55	—	NNW	1	b
Taihoku	5 a.	30 22	—	—	E	6	—
Taichu	"	30.16	—	—	N	2	—
Tainan	"	30 15	—	—	NE	4	—
Koshun	"	30.11	—	—	NE	6	—
Pescadores ...	"	30.15	—	—	NE	10	—
Canton	9 a.	—	—	—	—	1	o
Hongkong ...	6 a.	30.21	60	59	N	1	o
Viet. Peak ...	7 a.	—	—	—	ENE	6	—
Gap Rock	6 a.	30.17	—	—	NE	5	o
Macao	"	30.20	54	—	NNW	2	o
Wuchow	9 a.	—	—	—	—	—	—
Hothow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	30.25	55	—	NNW	1	o
Tourane	"	30.05	68	—	NNW	6	or
C. St. James ...	"	29.90	75	—	N	2	b
Aparri	"	29.92	—	—	—	0	p
Manila	"	29.93	—	—	NE	1	b
Legaspi	"	29.90	—	—	NNE	1	b
Bacolod	9 a.	—	—	—	—	—	—
Iloilo	"	—	—	—	—	—	—
Cebu	"	—	—	—	—	—	—
Labuan	"	29.8	84	—	—	—	—

T. F. CLAXTON, *Director.*

Hongkong, Observatory, November 11th, 1912.

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).

0 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 11th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Dat. at 2 p.m.
Barometer	30.18	30 21	30.13
Temperature ..	67	60	71
Humidity	40	59	46
Wind Direction ...	North	North	calm
" Force	1	1	—
Weather	b	c	b
Rain	—	0.00	—

Highest open air Temperature on 10th...71
Lowest open air Temperature on 10th...57

HONGKONG TIDE TABLE.

From 12th to 18th November, 1912.

Days of Week.	Days of Month.	HIGH WATER. H'kong. Mean Time.	Height.	LOW WATER. H'kong. Mean Time	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	12	0 54 a	4 6	m 5 27	1 4
		10 9 a	7 9	3 46 a	4 2
Wed.	13	2 8 a	4 4	m 6 11	1 6
		10 34 a	7 7	3 48 a	4 3
Thurs.	14	No infer.	high-	m 7 3	1 8
		11 5 a	7 4	nor low-	water
Fri.	15	No infer.	high-	m 8 9	2 1
		11 52 a	7 0	nor low-	water
Satur.	16	No infer.	high-	m 9 20	2 2
				nor low-	water
Sun.	17	m 1 0	high-	m 10 22	2 3
		No infer.	6 5	nor low-	water
Mon.	18	m 2 38	6 1	m 11 8	2 4
		7 9 a	5 3	11 18 a	5 0

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE 1912. With INDEX. Price $7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 26th August, 1912

TRADE AND COMMERCE

(S. D. Setna & Co.'s Fortnightly Report.)

Hongkong, 8th November, 1912.

BENGAL OPIUM.—No business reported, market quiet. Clearances during the fortnight of about 139 chests, comprising 18 chests of Patna New, 62 chests of Patna Old, 47 chests of Benares New, and 12 chests of Benares Old. Shipments about 40 chests of Patna Old. Unsold stock, Patna New 85 chests, Patna Old 1,476, Benares New 240 chests, and Benares Old 316 chests—in all about 2,117 chests. Uncleared stock, Patna New 38 chests, Patna Old 776 chests, Benares New 155 chests, Benares Old 106 chests—in all about 1,075 chests. Nominal quotations:—Patna New, $3,600; Patna Old, $3,500; Benares New, $3,600; Benares Old, $3,500.

MALWA OPIUM.—Sales are reported in New 10 chests at $2,950, and Old 10 chests at $2,975—in all about 20 chests. Clearance about 154 chests. Shipments about 106 chests. Unsold stock about 852 chests. Uncleared stock about 284 chests. Closing quotations:—New, $2,900 to $2,950; Old, $2,950 to $3,000.

SILK.—A few sales are reported in best chops. Prices here show little or no change. We quote to-day:—

Tsatlee No 1	750 No 2	$690 for SWC in d'mond
" " 1	820 " 2	710 " L S
" " 1	785 " 2	685 " K W
" " 1	650 " 2	630 " C W C
Steam Extra	680 " 1	645 " S W C
"	$650	" L S
"	635	" K W
"		" S W C
Lahlao	850	"
Punjom First Chop	$320	for Y K in Diamond
Canpas	270	
Soso No. 1	210 No 2	$210

COTTON.—As there is no stock of Bengal as well as other India cotton, it is very difficult to quote prices. Sales are reported in Chinese cotton, about 1,000 bales at $28 to $30 per picul.

YARN.—During the fortnight under review, our yarn market ruled steady, and sales of selected threads are only reported of about 5,350 bales, comprising 200 bales of No. 6s, 2,350 bales of No. 10s, 1,575 bales of No. 12s, 125 bales of No. 16s, and 1,100 bales of No. 20s, as under:—

500 Bales	Assur Virjee	No. 10s	$129
150 "	Bombay Cotton	" 12s	125
50 "	Coronation	" 10s	117½
100 "	"	" 12s	119½
100 "	Crown	" 10s	117-115
100 "	"	" 6s	105
100 "	China	" 12s	130
200 "	"	" 20s	136
400 "	"	" 10s	129
50 "	City of Bombay	" 10s	152
50 "	"	" 20s	143-141
200 "	Coorla	" 20s	123½
150 "	Currimbhoy	" 10s	132
250 "	"	" 12s	136
100 "	"	" 20s	127
400 "	David	" 10s	132
100 "	"	" 12s	135
300 "	Dawn	" 16s	134
125 "	Dunbar	" 20s	147
100 "	Gold Mohur	" 12s	110
50 "	Hope	" 10s	123
300 "	Indo-China	" 10s	126
150 "	"	" 6s	105
100 "	Moon	" 10s	120
100 "	Narunjee	" 20s	143-143
250 "	Phoenix	" 10s	124-117
200 "	Pribaney	" 12s	130-129
200 "	"	" 10s	126-124
300 "	Sun	" 20s	147
100 "	"	" 10s	123
100 "	Textile	" 10s	123-122
100 "	Union	" 10s	118-120
100 "	Sundry Chops	" 10s	118-120

Arrivals about 9,700 bales. Shipments about 5,000 bales. Unsold stock about 13,000 bales. Sold but uncleared stock about 33,000 bales.

LOCAL MILL'S YARN.—Sales are reported in No. 10s at $122 to $125, No. 12s at $129, No. 16s at $134, and No. 20s at $141—about 1,000 bales in all.

JAPANESE YARN.—No business is reported.

SUNDRY ARTICLES.—In imports, sales are reported in Bezoar Stone at $146 per catty, Borneal at $120 per picul, Ivory at $720 per picul, Kismis at $6 to $10, and at $18 to $21 per picul, Mavej at $11 per picul, Putchuck Ooplate at $90 per picul, and Java Sugar at $8½ per picul. In exports, purchases were made in Green Beans at $4½ per picul, Soy Beans at $4½ per picul, White Beans at $4½ per picul, Cassia Lignea at $16½ to $16¾ per picul, Broken Cassia Lignea at $12 per picul, China Roots at $10 per picul, Groundnuts at $10½ per picul, Star Aniseed at $34 to $38 per picul, Turmeric at $8 per picul, and Dry Ginger at $10½ per picul.

	Imports	Price per picul.
Almonds		$ 20 to 42
Aloes		14 " 24
Angoor (Grapes)		5 " 17
Apricots (Jardalco)		9 " 17
Asafœtida		6 " 16
B'Dellium (Coogal)		6 " 8
Bezoar Stone (Goroo Chandan)	per catty	146
Bhesabole		6 " 10
Borax		15
Borneal		120
Cloves		35 " 46
" Sticks		3½
" (Extracted)		12½
Fennel Seeds		0 " 8
Gall nuts (Maya)		23 " 27
Genda Horns (catty)		130 " 170
Gum Olibanum		8 " 16
Gunny Bags		19 " 30
Hallibore (Kadoo or Kuti)		20 " 28
Ivory (large pieces)		600 " 720
" (Akhara)		330 " 410
" (Bamboo)		160 " 330
" (Chatta)		620 " 740
" (Ghabhla)		300 " 450
" (Khandwar)		250 " 360
Kismiss		6 " 21
Mavej (Raisins)		8 " 13
Myrabollams (Harda)		3 " 4
Onions (per basket)		1.15
Putchuck (Ooplate)		80 " 90
Quicksilver		142
Rice		7 " 9½
Rhinoceros Horns		380 " 400
Rosa Oil		70 " 90
Rose Maloes (or Selarus)		5 " 35
Safflower (or Koosoomful		12½ " 15
Saffron (Kaiser) per catty		7½ " 14
Sandalwood		9 " 30
" Oil		250 " 350
Senna Leaves		6 " 9
Sugar (Java)		8 " 10
" (Mauritius)		6¼ " 7
	Exports	
Bean oil		$ 18 " 25
Beans (Green)		4½ " 4½
Beans (White)		4 " 5
Beans (Soy)		4½ " 5
Betelnuts		55
Brass Buttons (per one lac)		340 " 390
Bristles (Black)		130 " 160
" (A B C)		680 " 720
" (White)		230 " 275
" (" A B C)		85 " 90
Camphor		26 " 35
" Oil		
Canthrides		87 " 95
Cardamum Seeds		22 " 35
Cassia Lignea		16½ " 17
" (Broken)		10 " 14
" Oil		125 " 225
China roots (cleaned)		10 " 12
" (Uncleaned)		6 " 8
Combs (Bamboo) (per 1,000 pieces)		35
Drums (per 108 Sets)		40
False Pearls		10 " 12
Fire Crackers		8 " 15
Galangal		4½ " 5
Garlic		4½ " 6½
Ginger (dry)		10 " 12½
" (wet)		7 " 8½
Glass Beads		17 " 31
Glue		25 " 29
Groundnuts (with shells)		10 " 13
" (without shells)		11½ " 16
" oil		27 " 31
Human hair		250 " 400
Isinglass		90 " 110
Mattings (Damask) (per 100 pieces)		40 " 70
" (Lintan) "		25 " 52
" (Canton) "		20 " 48
" (Ningpo) "		17 " 30
Musal		10 " 14
Paper (Mohoramia)		33 " 115
Peppermint Crystals		1,800
" Oil		130 " 340
Pepper (Black)		27 " 33
Preserves (box of 6 Jars		4½ " 6
Rice		5 " 8
Rhubarb		30 " 60
Star Aniseed		35 " 45
" Oil		375 " 500
Sugar Refined		8½ " 10½
Sugar Candy		12 " 14
Tea		25 " 100
Tea oil		26 " 31
Tea Leaves (foils)		240
Turmeric		7½ " 10
Vermillion		72 " 75
Walnuts		18 " 22
Wax		30 " 45
Wood oil		22 " 28
Zedoary (Kapoor Katcheey)		9½ " 10½

EXCHANGE—(Closing Quotations).

On India T.T. Rs.	153½
" Demand Rs.	153½
On London T.T. Sh.	2/01½
" Demand Sh.	2/01½
On Shanghai	71½
On Singapore and Penang	$88½
On Japan	100
On America	49½
On Batavia	123½
On Germany	211
On France	260
Bar Silver	29d
Gold (100 fine)	$51.10

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Sicilia* left Singapore for this port on the 10th November, at 5.30 p.m., and is due here on the 15th November, at about 6 a.m.

The P.M. str. *Manchuria*, with the American mail, left San Francisco on the 9th November, for Hongkong via Honolulu, the Japan ports and Shanghai.

The I.G.M. str. *Prinzess Alice*, carrying the German mails with dates from Berlin of the 16th October, left Singapore on the 10th November, at 10 a.m., and may be expected here on or about the 15th November, p.m.

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Silk Handkerchiefs.
Dancing Shoes and Gloves, etc.

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Hongkong, 1st November, 1912. [50

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Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. Lambe, Shanghai.
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Bramble, gunboat 710 tons, 900 i.h.p., Lieut., Comdr. B. E. Prichard, Kiukiang.
Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. W. H. Darwall, Hankow.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Commr. Hugh P. E. T. Williams, Canton.
Cherub, water tank and tug, 390 tons, i.h.p. 340 Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400 Comdr. Mackenzie, Hongkong.
Defence, armoured cruiser 14,000 tons, i.hp. 27,000, Captain Henry Bruce, M.V.O. Hongkong.
Fame, torpedo-boat destroyer, 340 tons 6 guns, 5,700 i.h.p., Lt.-Comdr. H. S Monro, Hongkong.
Handy, torpedo-boat destroyer 295 tons, 6 guns 4,000 h.p., Lieut.-Comdr. Brickenden Hongkong.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Wilkins, Hongkong.
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, Hongkong.
Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lt.-Comdr. H. Marryatt, Hankow.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Surveying Duties.
Minotaur, armoured cruiser (flagship Vice Admiral Sir A. L. Winsloe, K.C.B. C.V.O., C.M.G.), 14,600, tons, i.h.p. 27,000 Capt. G. C. Cayley, Yokohama.
Monmouth, armoured cruiser, 9,800 tons, i.h.p 22,000, Capt. B. H. F. Bartlelot, M.V.O. Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr G. P. Leith, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 F.D., Captain George P. E. Hunt, D.S.O. Hongkong.
Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Malcolm Murray, R.N., Yangtze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Chambers Hongkong.
Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. J. G. Mackinnon Shanghai.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Allan Dixon, en route to West River.
Rosario, depot ship for Submarines, 960 tons, i.h.p. 1,400, Lt.-Commr. N. E. Archdale, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. L. A. S. H. Hutton, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Maurice B. Leslie, Yangtse.
Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. Hon Guy Stopford, Chungkiang.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. E. N. Cottrell-Dormer, Hankow
Usk, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Maxwell, Hongkong.
Virago, torpedo-boat destroyer, 39 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. F. A. Reyne, Singapore.
Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Comdr. Seymour, Shanghai.
Whiting, torpedo-boat destroyer, 360 tons, 4 guns, 5,900 h.p., Lieut.-Comdr. G. B Hartford, Shanghai.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Kiating.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. M. B. R. Blackwood, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. G. F. A. Mulock, Hankow.

Submarines:—
No. 36, Godfrey Herbert, Lieut.-Commr.
No. 37, A. A. L. Fenner, Lieut.-Commr.
No. 38, J. R. A. Codrington, Lt.-Commr.
T.B. 035, Lt.-Com. Handley, West River
T.B. 036, Lt.-Com. Stileman, West River.
T.B. 037, Lt.-Com. Nicol, West River
T.B. 038, Lt.-Com. Seymour, West River.

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[62

SHIPPING IN PORT.

STEAMERS.

AJAX, British str., 4,774, R. D. Owen, 6th November—Singapore 31st October, General.—Butterfield & Swire.

ARRATOON APCAR, British str., 2,931, R. F. Thomson, 8th November—Kobe 3rd November, Coal and General.—David Sassoon & Co.

BOHEMIA, Austrian str., 2,305, Dardoli, 3rd November—Singapore 28th October, General.—Sander, Wieler & Co.

CAPRI, Italian str., 2,680, A. D. Amezaga, 8th November—Singapore 31st October, General.—Order.

CARL DIEDERICHSEN, German str., 774, Ch. Jurgensen, 9th November—Haiphong 7th November, General.—Jebsen & Co.

CATTAY, Danish str., 2,096, Kundsen, 9th November—Copenhagen 11th Sept., General.—Order.

CHOWTAI, German str., 1,115, W. Reher, 9th November—Port Courbet 7th November, Coal. — Butterfield & Swire.

CHUNSANG, British str., 1,418, C. J. Mattock, 8th November—Sourabaya 29th October, Sugar. — Jardine, Matheson & Co.

DRUFAR, Norwegian str., 1,102, J. Bing, 7th November—Bangkok 28th October, General.—Chinese.

EMPRESS OF JAPAN, British str., 3,309, S. Robinson, R.N.R., 7th November—Vancouver 16th October, Mails and General.—Canadian Pacific Railway Co.

HAIMUN, British str., 615, J. W. Evans, 9th November—Swatow 8th November, General—Douglas, Lapraik & Co.

HAIYANG, British str., 1,563, Hodgins, 9th November—Foochow via Amoy 11th November, General.—Douglas, Lapraik & Co.

INABA MARU, Japanese str., 3,837, S. Tominaga, 10th November—Seattle 8th October, Flour and General.—Nippon Yusen Kaisha.

IRENE, Chinese str., 827, A. B. Baines, 5th November—Tientsin 30th October, General.—Chinese.

KAWACHI MARU, Japanese str., 3,821, A. Christiansen, 9th November—Moji 5th November, General. — Nippon Yusen Kaisha.

KOREA, American str., 5,651, A. W. Nelson, 8th November—San Francisco 12th October, General.—Pacific Mail S.S. Co.

KUMCHOW, British str., 1,228, J. A. Martin, 4th November—Saigon 20th October, Rice.—Chinese.

KWANGTAH, Chinese str., 1,536, Chas. Stewart, 8th November—Shanghai 5th November, General.—Chinese.

KWEILIN, British str., 1,427, G. Ervahe, 4th November—Wuhu 31st October, Rice.—Butterfield & Swire.

MACHEW, German str., 995, Zollner, 7th November—Bangkok 29th October, Rice and Wood.—Butterfield & Swire.

MERAPI, British str., 1,480, Uldall, 8th November—Singapore 2nd November. Sugar.—Order.

MICHAEL JEBSEN, German str., 951, T. Petersen, 4th November—Haiphong 30th October, General.—Jebsen & Co.

ONSANG, British str., 1,787, Carle, 3rd November—Chingwantao 27th October, Coal.—Jardine, Matheson & Co.

OTABU MARU No. 2, Japanese str., 1,709, T. Yoshiaka, 3rd November—Miike 27th October, Coal.—Mitsui Bussan Kaisha.

PAOTING, British str., 1,073, W. J. Barkers, 5th November—Shanghai 1st November, General.—Butterfield & Swire.

SANUKI MARU, Japanese str., 3,783, J. Teranaka, 5th November—Singapore 30th November, General. — Nippon Yusen Kaisha.

SENEGAMBIA, German str., 3,780, H. Reber, 10th November—Tsingtau 5th November, General. — Hamburg-Amerika Linie.

SHAOHSING, British str., 1,224, Lewis, 5th November—Wuhu 31st October, Rice. Butterfield & Swire.

SIGNAL, German str., 907, P. E. Christiansen, 9th November—Soerabaya 30th October, General.—Jebsen & Co.

SOSHU MARU, Japanese str., 1,119, K. Fushiro, 8th November—Swatow 7th November, General.—Osaka Shosen Kaisha.

TAMON MARU No. 6, Japanese str., 2,123, Numi, 6th November—Muroran, Coal.—Mitsui Bussan Kaisha.

TANGO MARU, Japanese str., 4,627, K. Kawara, 6th November—Singapore 31st October, General.—Nippon Yusen Kaisha.

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MANCHURIA	27,000	...	"	TUESDAY,	17th Dec., at 1 P.M.
• NILE	11,000	...	"	TUESDAY,	31st Dec., at 1 P.M.
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8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."
WEDNESDAY, 13TH NOVEMBER, 1912.	
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "HEUNGSHAN."	5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. | S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 17TH NOVEMBER.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons,

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 1143

SAN FRANCISCO

SCENIC ROUTE

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU 21,000 tons.
S.S. CHIYO MARU 21,000 tons.
S.S. SHINYO MARU 21,000 tons.

AND

S.S. NIPPON MARU 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

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The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

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Dining Cars—Observation Cars.
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New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA.
AND KING'S BUILDING, HONGKONG.
775

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th Nov., at 5 P.M.
S.S. "AFRICA," 8,800 tons, will leave as above on 13th Dec., at 5 P.M.

Cheap rates, Hongkong-Trieste, Venice, £30 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 6th Dec., at D'light.
S.S. "KOERBER," 9,900 tons, will leave as above on 5th January, at D'light.

Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE, VIA SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUEZ AND PORT SAID.

S.S. "NIPPON," 13,950 tons, will leave as above on 3rd Dec.

FOR TRIESTE, FIUME & VENICE VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ETC.

S.S. "PERSIA," 12,500 tons, will leave as above on 31st December.

TO YOKOHAMA, KOBE VIA SHANGHAI.

S.S. "PERSIA," 12,500 tons, will leave as above on 30th Nov.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above on 30th Dec.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Hongkong, 8th November, 1912. Prince's Building. 1155

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CEYLON"	9,000	On 19th Nov.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.
40

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS,

WESTWARD.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 13th Nov., at 1 P.M.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 7th November, 1912. AGENTS. 892

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	Cross	Manila, Mangarin, Iloilo and Cebu	On 16th Nov., 4 P.M.
RUBI	4000	J. Miller... ...	Manila, Mangarin, Iloilo and Cebu	On 27th Nov., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 9th November, 1912. PHILIPPINES S.S. Co. 13

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ...	"PRINZ E. FRIEDRICH," Capt. E. MALCHOW,	16,000	Wed'day, 13th Nov., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZESS ALICE," Capt. L. FRANCK,	20,300	About Friday, 15th Nov.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOUNE	"PRINZ SIGISMUND," Capt. D. LENZ,	6,000	Saturday, 30th Nov., at 9 A.M.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. LENZ,	6,000	About Tuesday, 12th Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 6th November, 1912 5

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	
• "GOEBEN" - - - - - - Capt. G. LINDEMANN.	17,300 tons	ON FEBRUARY 4TH.
"BREMEN" - - - - - - Capt. B. WILHELMI.	21,000 "	ON FEBRUARY 19TH.
• "DERFFLINGER" - - - Capt. F. PROESCH.	17,250 "	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW.	16,000 "	ON MARCH 19TH.
• "YORCK" - - - - - - - Capt. H. REHM.	17,000 "	ON APRIL 1ST.
"PRINZESS ALICE" - - Capt. P. GROSCH.	20,300 "	ON APRIL 16TH.
• "LUETZOW" - - - - - Capt. J. BOETTELDT.	17,300 "	ON APRIL 29TH.

• THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.
Hongkong, 21st September, 1912. 1113

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SHIPPING

ARRIVALS.

CHENAN, British str., 1,350, Lloyd Jones, 10th November—Shanghai 7th November, General.—Butterfield & Swire.

CHOI SING, German str., 1,014, F. Bruhn, 9th November—Sandakan 31st October, Sugar.—Butterfield & Swire.

HONGKONG, French str., 1,000, Cornelinssen, 11th November—Pakhoi 9th November, General.—A. R. Marty.

KINKASAN MARU, Japanese str., 3,362, H. Koidzumi, 11th November—Miike 6th November, Coal. — Mitsui Bussan Kaisha.

KWONGSANG, British str., 1,428, W. F. Bichard, 11th November—Shanghai 6th November, General.—Jardine, Matheson & Co.

MAUSANG, British str., 1,344, A. C. Corneck, 11th November—Sandakan 4th Timber and General. — Jardine, Matheson & Co.

ONSANG, British str., 11th November—Canton.

PELEUS, British str., 4,800, H. Nicholas, 11th November—Shanghai 8th November, General.—Butterfield & Swire.

PHRA NANG, German str., 1,741, H. C. Reher, 10th November—Manila 7th November, None.—Order.

PRINZ SIGISMUND, German str., 4,785, D. Lenz, 11th November—Manila 9th November, General.—Melchers & Co.

SOUDAN, British transport, 6,696, H. W. Kenrick, R.N.R., 10th November—Chingwantao 6th November,

DEPARTURES.

November 11th.

PELEUS, British str., for Straits.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

November 11th.

CHEONGSHING, British str., for Swatow.
CHILDAR, Norwegian str., for Java.
HAIYANG, British str., for Swatow.
KAWACHI MARU, Japanese str., for Straits.
KWEILIN, British str., for Shanghai.
MEXICO MARU, Japanese str., for S'hai.
PERSIA, American str., for San Francisco.
SHAOSHING, British str., for Shanghai.
TEAN, British str., for Manila.

SHIPPING REPORTS.

The Japanese str. *Kinkasan Maru* reports: Very strong N.E. monsoon.

The British str. *Chenan* reports: Strong northeasterly wind with mist and rain throughout.

The British str. *Kwongsang* reports: Strong N.E. monsoon from Shanghai to Swatow, from Swatow to Hongkong moderate N.E. wind and sea, fine clear weather.

PASSENGERS.

ARRIVED.

Per *Kwongsang*, from Shanghai, Mr. J. A. Killaway, Mr. W. Carbon and Mr. A. Tellisen.

Per *Chenan*, from Shanghai, Mr. G. C. O'Hara, Mr. Wilson, Mr. Keever, Mr. Walter, Mrs. Barkus and 2 children and Mr. Bauld.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Siberia* left San Francisco for Hongkong via Honolulu, the Japan ports, Shanghai and Manila on the 26th October.

The P.M. str. *China* left San Francisco, for Hongkong via Honolulu, the Japan ports and Shanghai on the 2nd November.

The T.K.K. str. *Shinyo Maru* arrived at Yokohama from Honolulu on the 5th November, and was to leave for Hongkong on the 8th November, a.m.

THE AUSTRALIAN MAIL.

The E. & A. str. *Empire* left Sydney on the 29th October for this port (via Queensland Ports and Manila).

The N.Y.K. str. *Kumano Maru* (Australia Line) left Sydney for this port via ports on the 30th October, and is expected here on the 18h November.

THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 7th November, a.m.

MERCHANT STEAMERS.

The str. *Glenesk* left Singapore on the 6th November, and is due here on or about 12th November, p.m.

The I.G.M. str. *Prinz Eitel Friedrich* left Shanghai on the 9th November, at 2 p.m., and may be expected here on or about the 12th November, at daylight.

The str. *Thor*, chartered by the Bank Line, which left Japan on the 3rd November, p.m., is due here on the 13th November.

The N.Y.K. str. *Wakasa Maru* (Bombay Line) left Bombay for this port via ports on the 1st November, and is expected here on the 19th November.

The Swedish East Asiatic Co.'s str. *Ceylon* left Suez on the 24th October, and is expected to arrive here on or about the 10th November.

The Danish str. *Indien* is expected here on or about the 28th November.

The "Barber Line" str. *Wray Castle* sailed from New York on the 18th August for Hongkong via the Straits.

The Bank Line str. *Polaric* sailed from New York on the American and Oriental Line service for Far Eastern ports via Suez Canal on the 5th October.

The "Mogul Line" str. *Lovat* left United Kingdom on the 26th October, for the Far East via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Namsang, from Calcutta, is due in Hongkong 17th November.

Yatshing, from Singapore, is due in Hongkong 12th November.

SHIRE LINE, LIMITED.

Monmouthshire, from London, is due in Hongkong 30th November.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

Lawada, from Singapore, is due in Hongkong 19th November.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS. 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &C.	NYANZA	Brit. str.	—	H. N. Rivers, R.N.R.	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON, VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 26th inst.
BREMEN, HAMBURG & ANTWERP, &C.	SITHONIA	Ger. str.	k. w.	Koiste	HAMBURG-AMERIKA LINIE	On 21st inst.
BREMEN & HAMBURG, &C.	ARAGONIA	Ger. str.	k. w.	Enigk	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE, BREMEN & HAMBURG, &C.	SCANDIA	Ger. str.	k. w.	Knaisel	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE, ROTTERDAM & HAMBURG, &C.	BAYERN	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 2nd Dec.
HAVRE, BREMEN & HAMBURG, &C.	LIBERIA	Ger. str.	k. w.	Schröder	HAMBURG-AMERIKA LINIE	On 15th Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C.	IYO MARU	Jap. str.	—	Hirase	NIPPON YUSEN KAISHA	On 20th inst., at D'light.
MARSEILLES & HAMBURG, &C.	SEGOVIA	Ger. str.	k. w.	Lübcke	HAMBURG-AMERIKA LINIE	On 18th Dec.
VICTORIA, B.C. & TACOMA, VIA KEELUNG, &C.	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA	To-day, at 2 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C.	INABA MARU	Jap. str.	—	S. Tominaga	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &C.	LORD CURZON	Brit. str.	—		THE BANK LINE LTD.	On 20th inst.
VICTORIA, B.C. & TACOMA VIA JAPAN &C.	CHICAGO MARU	Jap. str.	—	I. Goto	OSAKA SHOSEN KAISHA	On 28th inst., at 2 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & CO.	To-morrow, at 10 A.M.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &C.	BOHEMIA	Aus. str.	—		SANDER, WIELER & CO.	On 19th inst., at 5 P.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &C.,	NIPPON	Aus. str.	—		SANDER, WIELER & CO.	About 3rd Dec.
NEW YORK VIA SUEZ CANAL	SANDOON HALL	Am. str.	—	O. Rowlands	THE BANK LINE, LIMITED	About 5th Dec.
NEW YORK	ERROLL	Brit. str.	—		DODWELL & CO., LTD.	About 14th Dec.
BOSTON & NEW YORK VIA SUEZ CANAL	CITY OF BARODA	Am. str.	—	Haughton	THE BANK LINE, LIMITED	About 25th inst.
BALTIMORE & NEW YORK	SAINT PATRICK	Brit. str.	—		DODWELL & CO., LTD.	On 15th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &C.	EMPRESS OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 16th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &C.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 14th Dec., at 7 A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &C.	PERSIA	Am. str.	—		PACIFIC MAIL S.S. CO.	To-day, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &C.	KOREA	Am. str.	—		PACIFIC MAIL S.S. CO.	On 19th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &C.	SHINYO MARU	Jap. str.	—	H. S. Smith	TOYO KAISEN KAISHA	On 26th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 28th inst.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & CO.	On 30th inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 7th Dec.
CAPEPORTS VIA MAURITIUS	DUNERIC	Brit. str.	—	Tullock	THE BANK LINE LIMITED	Beginning of January.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	HONGKONG MARU	Jap. str.	—		TOYO KISEN KAISHA	On 3rd Dec., at Noon.
YOKOHAMA, KOBE & MOJI	YATSHING	Brit. str.	—	R. Y. Anderson	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
YOKOHAMA & KOBE VIA SHANGHAI	PERSIA	Aus. str.	—		SANDER, WIELER & CO.	About 30th inst.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & CO.	About 12th inst.
KOBE	LAWADA	Brit. str.	—	C. H. Lane	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 21st inst., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
JAPAN	TJIMANOEK	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
TIENTSIN VIA SWATOW	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE MATHESON & CO., LD.	To-day, at Noon.
TIENTSIN	CHIPSHING	Brit. str.	—	E. Mooney	JARDINE, MATHESON & CO., LD.	On 18th inst., at Noon.
WEIHAIWEI & TIENTSIN	KUICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	Lewis	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	LIBERIA	Ger. str.	k. w.	Metzenthin	HAMBURG-AMERIKA LINIE	To-day.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	KWEILIN	Brit. str.	1 m.	G. Ervine	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.,
SHANGHAI	KWONGSANG	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
SHANGHAI, KOBE & MOJI	PRINZESS ALICE	Ger. str.	—	L. Franck	MELCHERS & CO.	About 15th inst.
SHANGHAI, KOBE & YOKOHAMA	LINAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 16th inst., at M'night.
SHANGHAI, MOJI & KOBE	SICILIA	Brit. str.	—	C. H. Watkins, R.N.R.	P. & O. S. N. Co.	About 16th inst.
SHANGHAI	NAMSANG	Brit. str.	—	G. M. B. Lake	JARDINE, MATHESON & CO., LD	On 18th inst., at Noon.
SHANGHAI & KOBE	ERNEST SIMONS	Fren. str.	—	Girard	MESSAGERIES MARITIMES	On 18th inst., at 5 P.M.
SHANGHAI, KOBE & YOKOHAMA	CEYLON	Swed. str.	—	Norfelt	ARTHUR NIELSEN & CO.	On 19th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI, MOJI & KOBE	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 21st inst.
SHANGHAI	COLOMBO MARU	Jap. str.	—	Kumoshita	NIPPON YUSEN KAISHA	On 25th inst.
SHANGHAI & KOBE	MONMOUTHSHIRE	Brit. str.	—		JARDINE, MATHESON & CO., LD	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	AFRICA	Aus. str.	—		SANDER, WIELER & CO.	On 6th Dec., at D'light.
SHANGHAI	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 20th inst., at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSEN KAISHA	To-morrow, at 8 A.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	Y. Somekawa	OSAKA SHOSEN KAISHA	On 17th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & CO.	To-day, at 11 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & CO.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & CO.	On 15th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAPRAIK & CO.	On 19th inst., at 11 A.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	Leask	JARDINE, MATHESON & CO., LD.	On 16th inst., at 2 P.M.
MANILA, MANGARIN, ILOILO & CEBU	ZAFIRO	Am. str.	—	Cross	SHEWAN, TOMES & CO.	On 16th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LD.	On 23rd inst., at 2 P.M.
MANILA, MANGARIN, ILOILO & CEBU	RUBI	Am. str.	—	Miller	SHEWAN TOMES & CO.	On 27th inst., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str.	—	Amezaga	CARLOWITZ & CO.	To-morrow, at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.	—	Noguhoi	NIPPON YUSEN KAISHA	On 25th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	ABRATOON APCAR	Brit. str.	—	R. F. Thomson	DAVID SASSOON & CO., LTD.	To-morrow, at 1 P.M.
SINGAPORE & SOURABAYA	CHUNSANG	Brit. str.	—	C. J. Mattock	JARDINE, MATHESON & CO., LD.	On 16th inst., at Noon.
SINGAPORE, PENANG, RANGOON & CALCUTTA	TOSA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 16th inst.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & CO., LD.	On 23rd inst., at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	Corneck	JARDINE, MATHESON & CO., LD.	On 16th inst., at 4 P.M.
HAIPHONG	SINGAN	Brit. str.	—	F. Jamieson	BUTTERFIELD & SWIRE	On 14th inst., at 10 A.M.
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Fren. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 20th inst., at 9 A.M.

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"FLINTSHIRE"	On 26th Nov.
SHANGHAI, KOBE & YOKOHAMA	"MONMOUTHSHIRE"	On 30th Nov.
SHANGHAI, KOBE & YOKOHAMA	"PEMBROKESHIRE"	On 10th Dec.
LONDON & ANTWERP	"DENBIGHSHIRE"	On 28th Dec.
LONDON & ANTWERP	"MONMOUTHSHIRE"	On 24th Jan.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 2nd November, 1912. [59

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "LAWADA" 3,269 tons, Captain C. H. Lane, will be despatched for KOBE on 13th Nov., at Noon, to be followed on 21st Nov., by S.S. "WARDHA," Capt. ——, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 8th November, 1912. [297

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	
* TIENTSIN VIA SWATOW	"CHEONGSHING"	Tuesday,	12th Nov., Noon.
* YOKOHAMA, KOBE & MOJI	"YATSHING"	Wed'day,	13th Nov., Noon.
† SHANGHAI	"KWONGSANG"	Thursday,	14th Nov., Noon.
SINGAPORE & SOURABAYA	"CHUNSANG"	Saturday,	16th Nov., Noon.
* MANILA	"LOONGSANG"	Saturday,	16th Nov., 2 P.M.
‡ SANDAKAN	"MAUSANG"	Saturday,	16th Nov., 4 P.M.
* TIENTSIN	"CHIPSHING"	Monday,	18th Nov., Noon.
†SHANGHAI, KOBE AND MOJI	"NAMSANG"	Monday,	18th Nov., Noon.
*SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday,	23rd Nov., Noon.
* MANILA	"YUENSANG"	Saturday,	23rd Nov., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Taingtau and Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 12th November, 1912. [18

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B.
SUBJECT TO ALTERATION.

FOR VANCOUVER. From Hongkong:		FOR LIVERPOOL. From St. John.	
"EMPRESS OF JAPAN"	SAT., 16th Nov.	"EMPRESS OF BRITAIN"	FRI., 13th Dec.
"MONTEAGLE"	SAT., 14th Dec.	"EMPRESS OF BRITAIN"	FRI., 10th Jan.
"EMPRESS OF INDIA"	SAT., 11th Jan.	"EMPRESS OF IRELAND"	FRI., 7th Feb.
"EMPRESS OF JAPAN"	SAT., 8th Feb.	"EMPRESS OF IRELAND"	FRI., 7th Mar.

Steamships leave HONGKONG at 7 A.M.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at ST. JOHN, N.B., with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10
" " Intermediate Steamship " £43 " " £45.
" "Monteagle " "

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Peddar Street and Prava opposite Blake Pier.

6

RUSSIAN VOLUNTEER FLEET.

THE STEAMERS of the RUSSIAN VOLUNTEER FLEET calling at Hongkong once a month both ways Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at on the way, according to the schedule, as:—

HOMEWARD BOUND Steamers for Singapore, Penang, Colombo, Djibouti, Djeddah, Hodeidah, Port Said, Constantinople, Odessa.

OUTWARD BOUND Steamers for Nagasaki and Vladivostok.

The Hongkong Agency of the R.V.F. will also except Cargo and issue through Bills of Lading for all Black and Azov Seas Ports with transhipment at Odessa, and for Hakodate and all ports of Tartarian Strait and Kamtchatka, with transhipment at Vladivostok.

Cargo for all European Ports not mentioned in the Steamer's schedule will not be accepted by this Agency.

The S.S. "EKATERINOSLAV," 6,581 R.T., Commander Tideman, bound to Nagasaki and Vladivostok, is expected to arrive in Hongkong about the end of November.

The S.S. "KOURSK," 6,400 R.T., Commander Padalka, homeward bound, is expected to arrive in Hongkong about the end of November.

For Freight, Passage and further particulars, apply to
CAPTAIN D. A. LUKHMANOFF,
AGENT,
Hotel Mansion, 3rd Floor,
Telephone No. 1224.

Hongkong, 29th October, 1912. [91

VESSELS ON THE BERTH.

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to PORT SAID, MESSINA, NAPLES, GENOA and LEGHORN, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.)

THE Steamship

"CAPRI,"

Captain Amezaga, will be despatched as above TO-MORROW, the 13th inst., at NOON.

For further particulars regarding freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 2nd November, 1912. 4

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BALTIMORE AND NEW YORK,
S.S. "SAINT PATRICK" ... On 15th Nov.

FOR NEW YORK.

S.S. "ERROLL" ... On or about 14th Dec.

For Freight and further information, apply to

DODWELL & Co., LTD.,
Agents.

Hongkong, 11th November, 1912. [1091-1286

COMPAGNIE DES MESSAGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Girard, will be despatched for the above Ports on MONDAY, the 18th inst., at 5 P.M.

For Freight or Passage, apply to

P. THOMAS,
Agent.

Hongkong, 7th November, 1912. [2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE,"

Captain G. W. Cockman, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 23rd November, 1912, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOLDAVIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "EGYPT," due in London on the 4th January, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required

For further particulars, apply to
H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 11th November, 1912. [1

THE AMERICAN AND MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINES, LTD.)

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"CITY OF BARODA,"

Captain Haughton, will be despatched from this Port on or about MONDAY, the 25th November.

FOR NEW YORK VIA SUEZ CANAL.

S.S. "SANDON HALL,"

Captain O. Rowlands, will be despatched from this Port on or about THURSDAY, 5th Dec.

For Freight and further particulars, apply to

THE BANK LINE, LTD.,
General Agents.

Hongkong, 5th November, 1912. [1231-1292

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME, which consists of 451 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwellin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE $3.50

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

Newly introduced to HONGKONG.

The famous German

SLEIPNER-CIGARETTE

In boxes of 25 pieces, $0.80 per box.

Retail:

G. PRIEN,

HONGKONG HOTEL.

Hongkong, 11th November, 1912. [48-1

GUSTAV FEILER,

NETZSCHKAU i. VOGT,

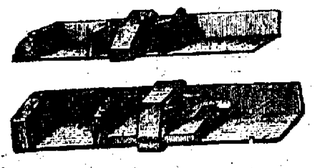
MANUFACTURER OF

WORSTED GOODS, WOOLLEN and UNION CASHMERES.

Hongkong, 11th November, 1912. [48-3

G. E. REINHARDT,

LEIPZIG.



Manufacturer of Composing Sticks and all other Printing Material in excellent quality and finish.

Hongkong, 11th November, 1912. [48-8

HUGO C. A. FROMM, HONGKONG.

POST OFFICE NOTICE

The *Linan* is due to arrive here to-morrow, with the remaining portion of the Siberian Mail from London of Saturday, the 19th October, and the mail of Wednesday and Friday, the 23rd and 25th October.

FOR	PER	DATE
Swatow, Amoy and Foochow	*Haiyang* ...	Tuesday, 12th, 10.00 A M
Shanghai and North China	*Kweilin* ...	Tuesday, 12th, 10.00 A M
Samarang and Sourabaya	*Childar* ...	Tuesday, 12th, 10.00 A M
Shanghai and North China	*Shaohsing* ...	Tuesday, 12th, 10.00 A M
Straits, Ceylon and India via Bombay ...	*Kawachi Maru* ...	Tuesday, 12th, 10.00 A M
Swatow and Tientsin	*Chongshing* ...	Tuesday, 12th, 10.00 A M
		Tuesday, 12th, Printed Matter, and Samples 10.00 A M; Registration... 10.15 A M (Registration with late fee of 10 cents, up to 11.00 A.M.); Registration Kowloon B.O.... ... 9.30 A M; Letters... ... Noon
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES AND SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)	*Persia* ...	
Shanghai, North China, Japan via Moji, Victoria, B.C., and Tacoma	*Mexico Maru* ...	Tuesday, 12th, Noon
Macao	*Sui Tai* ...	Tuesday, 12th, 1.15 P M
Philippine Islands	*Tean* ...	Tuesday, 12th, 3.00 P M
Swatow, Amoy and Formosa via Anping ...	*Soshu Maru* ...	Tuesday, 12th, 5.00 P M
Haiphong, Pakhoi and Saigon	*Singon* ...	Wednesday, 13th, 9.00 A M
Straits and Ceylon	*Nyanza* ...	Wednesday, 13th, 9.00 A M
		Wednesday, 13th, Printed Matter and Samples 8.30 A M; Registration ... 9.00 A M; Registration Kowloon B.O.... ... 8.00 A M; Letters ... 9.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via NAPLES ...	*P. E. Friedrich*	
Swatow...	*Haimun* ...	Wednesday, 13th, 10.00 A M
Straits, and India via Bombay	*Capri* ...	Wednesday, 13th, 11.00 A M
Japan via Kobe	*Lavada* ...	Wednesday, 13th, 11.00 A M
Japan via Yokohama	*Yatshing* ...	Wednesday, 13th, 11.00 A M
Straits, Burmah and India via Calcutta ..	*Arratoon Apear* ...	Wednesday, 13th, Noon
Macao	*Sui Tai* ...	Wednesday, 13th, 1.15 P M
Straits, and India via Calcutta	*Fooksang* ...	Thursday, 14th, 11.00 A M
Shanghai and North China	*Kwongsang* ...	Thursday, 14th, 11.00 A M
Macao	*Sui Tai* ...	Thursday, 14th, 1.15 P M
Batavia, Cheribon, Samarang, Sourabaya and Makassar	*Tjitaroem* ...	Thursday, 14th, 2.00 P M
Shanghai and North China	*Chenan* ...	Thursday, 14th, 3.00 P M
Swatow, Amoy and Foochow	*Haiching* ...	Friday, 15th, 10.00 A M
Macao	*Sui Tai* ...	Friday, 15th, 1.15 P M
		Friday, 15th, Printed Matter and Samples 4.00 P M; Registration 5.00 P M; Registration, Kowloon B.O. ... 4.00 P M; Letters... ... 5.00 P M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA) ...	*Empress of Japan*	
Straits and Sourabaya	*Chunsang* ...	Saturday, 16th, 11.00 A M
Philippine Islands	*Leongsang* ...	Saturday, 16th, 1.00 P M
Macao...	*Sui Tai* ...	Saturday, 16th, 1.15 P M
Philippine Islands	*Zafiro* ...	Saturday, 16th, 3.00 P M
Weihaiwei and Tientsin	*Huichow* ...	Saturday, 16th, 3.00 P M
Sandakan	*Mausang* ...	Saturday, 16th, 3.00 P M
Shanghai and North China	*Linan* ...	Saturday, 16th, 5.00 P M
Shanghai, North China, and Japan via Kobe	*Namsang* ...	Monday, 18th, 11.00 A M
Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle	*Inaba Maru* ...	Tuesday, 19th, 10.00 A M
Swatow, Amoy and Foochow	*Haitan* ...	Tuesday, 19th, 10.00 A M
		Tuesday, 19th, Printed Matter and Samples 10.00 A M; Registration... 10.15 A M; Registration with late fee of 10 cents, up to 11.00 A M; Registration, Kowloon B.O. at... ... 9.30 A M; Letters 11.00 A M
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) Late Letters 11.00 to NOON Extra Postage 10 cents	*Paul Lecat*	
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI ... (Late Letters 11.00 to NOON. Extra Postage 10 cents), (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) ... The Parcel mail will be closed on Friday, the 22nd instant at 5 p.m.	*Assaye* ...	Saturday, 23rd, Printed Matter and Samples 10.00 A M; Registration ... 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M; Registration, Kowloon B.O. ... 9.30 A M; Letters ... 11.00 A M

☞ MONEY LETTERS—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121.)

COMMERCIAL.

CLOSING QUOTATIONS.

November 9th.

ON LONDON:—	
Telegraphic Transfer	2/-⅝
Bank Bills, on demand	2/-⅛
Bank Bills, at 30 days' sight	2/-⅜
Bank Bills, at 4 months' sight	2/-⅝
Credits, at 4 months' sight	2/1⅛
Documentary Bills 4 months' sight	2/1⅛
ON PARIS:—	
Bank Bills, on demand	259½
Credits, at 4 months' sight	264½
ON GERMANY:—	
On demand	211
ON NEW YORK:—	
Bank Bills, on demand	49⅞
Credits, at 60 days' sight	50⅛
ON BOMBAY:—	
Telegraphic Transfer	153
Bank, on demand	153½
ON CALCUTTA:—	
Telegraphic Transfer	153
Bank, on demand	153½
ON SHANGHAI:—	
Bank, at sight	71⅜
Private, 30 days' sight	72⅛
ON YOKOHAMA:—On demand	99⅜
ON MANILA:—On demand—Pesos—100	
ON SINGAPORE:—On demand	87⅝
ON BATAVIA:—On demand	125⅛
ON TAIPEHG:—On demand	¼ % p.m.
ON SAIGON:—On demand	par
ON BANGKOK:—On demand	74
SOVEREIGNS, Bank's Buying Rate	$9.70
GOLD LEAF, 100 fine, per tael	$51.00
BAR SILVER, per oz.	28⅝d.

SUBSIDIARY COINS.

		per cent
Chinese	20 cents pieces	$7.78 discount
Chinese	10 "	$8.10 "
Hongkong	20 "	$5.60 "
Hongkong	10 "	$8.10 "

MAILS VIA SIBERIA.

London Date	Due Shanghai
October 23rd.	November 9th.
October 27th.	November 11th.

The "Three Castles"

"THERE'S NO SWEETER TOBACCO COMES FROM VIRGINIA AND NO BETTER BRAND THAN THE 'THREE CASTLES'"

THACKERAY— "THE VIRGINIANS"

WILLS'S

A HANDSOME PICTURE FREE.

SAVE THE COUPONS NOW BEING PACKED WITH

W. D. & H. O. WILLS'

CELEBRATED

"THREE CASTLES" CIGARETTES.

Upon receipt of 100 COUPONS you will be sent, postpaid, a beautiful photogravure of a famous painting.

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SHARE LIST.—QUOTATIONS.

HONGKONG, 9TH NOVEMBER, 1912.

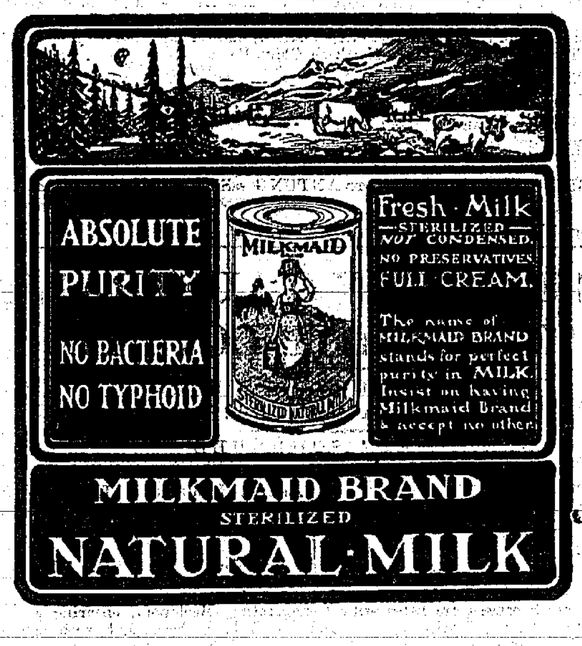
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	$125	all	$807, sales; L'don £82
China Borneo Company, Limited	60,000	$12	all	$9½, buyers
China Light and Power Company, Limited,	50,000	$5	all	$2.20
	80,000	$1	all	
China Provident, Loan & Mortgage Co., Ltd...	200,000	$10	all	$8½, sales
COTTON MILLS.—				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 106, sales
Hongkong Cotton Spinning Co., Ltd ...	125,000	$10	all	$5.10, buyers
Dairy Farm Company, Limited	40,000	$7½		$20⅛, sales
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$74½
Hongkong and Whampoa Dock Co., Ltd.	50,000	$50	all	$60, sales
New Amoy Dock Co., Limited ...	10,000	$6½	all	$6½
Shanghai Dock and Engineering Co., Ltd	55,700	Tls. 100	all	Tls. 48, sellers
Shanghai and Hongkew Wharf Co., Ld..	36,000	Tls. 100	all	Tls. 99
Green Island Cement Co., Limited	400,000	$10	all	$4, buyers
Hongkong Electric Co., Limited	60,000	$10	all	$24, buyers
Hongkong Hotel Company, Limited...	12,000	$50	all	$114
	8,000		$25	$73
Manila Metropole Hotel Limited	15,000	Ps. 10	all	P8⅝
Hongkong Ice Company, Limited ...	5,000	$25	all	$200
Hongkong Rope Manufacturing Co., Limited	60,000	$10	all	$19
H'kong & South China Steam Fisheries Co., Ld,	15,000	$10	$7	$2, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited ...	10,000	$250	$50	$233, buyers
China Fire Insurance Co., Limited ...	20,000	$100	$20	$142, buyers
China Traders Insurance Co., Limited...	24,000	$33.33	$25	$100
Hongkong Fire Insurance Co., Limited	8,000	$250	$50	$365, sales
North-China Insurance Co., Limited ...	10,000	£15	£5	Tls. 132½, sales
Union Insurance Society, Limited ...	12,400	$250	$100	$815, sellers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$189 @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ld.	50,000	$100	all	$106
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$8½, buyers
Kowloon Land and Building Co., Ld. ...	6,000	$50	$30	$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited ...	12,500	$50	all	$55½, buyers
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	25,000	Gds. 10	all	Tls. 57½, buyers
MINING.—				
Chinese Engineering and M. Co., Ld. ...	1,000,000	£1	all	35/-
Tronoh Mines, Limited	160,000	£1	all	68/-, buyers
Henwood Tin and Rubber Estate, Ld. ...	715,280	2/-	all	4/-
Raub Australian Gold Mining Co., Ld...	200,000	£1	all	$3½
Peak Tramways Co., Limited...	25,000	$10	all	$11¼
	50,000	$10	$1	$1
Philippine Co., Limited	75,000	$10	all	$5
REFINERIES.—				
China Sugar Refining Co., Limited ...	20,000	$100	all	$108
Luson Sugar Refining Co., Limited ...	7,000	$100	all	$33½, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ld. ...	30,000	$25	all	$8⅜
Douglas Steamship Co., Limited ...	20,000	$50	all	$26, sellers
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	$10	all	$28, buyers
Indo-China Steam Navigation Co., Ld	60,000 pref.	£5	all	$75. L'don £7 7s.6d. buy.
	60,000 def.			
Shell Transport & Trading Co., Limited.	2,500,000	£1	all	105/-, buyers
Star Ferry Company, Limited	30,000	$10	all	$33
South China Morning Post, Limited ...	6,000	$25	all	$22
Steam Laundry Company, Limited... ...	20,000	$5	all	$4½, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited ...	1,200	$10	all	$25
Wm. Powell, Limited	15,000	$7	all	$8, buyers
Watkins, Limited	10,000	$10	all	$3½, buyers
A. S. Watson & Co., Limited	90,000	$10	all	$6, sellers
Weissmann, Limited	3,000	$10	all	$17, buyers
Gande Price & Co., Ltd.	50,000	$10	all	$10
Societe des Pulpes et Papeteries du Tonkin	13,200	$50	all	$33 sellers
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	$10	$1	$9½, sellers
	100 f'dors	$10	all	$300.
Union Waterboat Co., Limited	50,000	$10	all	$12, buyers
Hongkong Tramway Co., Ld....	325,000	5/-	all	5/-, sales

RUBBER.— *Daily Wire*

Para Rubber in London 4/4½ per lb., sellers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SYMTH, *Share Brokers*



34

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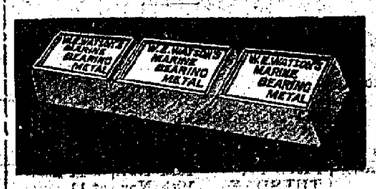
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TO-NIGHT

9.15 P.M.—Bijou Scenic Theatre.

TO-DAY

Noon—Hongkong, Canton and Macao Steamboat Co., Ltd., Extraordinary Meeting.

TO-MORROW

9.15 P.M.—Grand Variety Entertainment—"The Cook" at the Theatre Royal.

OPIUM.

—:o:—

October 15th.

Quotations are:—

Malwa New	$2,925/2,950	per picul.
Malwa Old	$2,965/2,975	"
Malwa Older	$2,990/3,000	"
Malwa V. Old	$3,025/3,050	"
Persian fine quality ...	$1,200	"
Persian extra fine... ...	$1,400	"
Patna New	$3,600	per chest.
Patna Old	$3,500	"
Benares New	$3,650	"
Benares Old	$3,550	

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MANAGER,

"Hongkong Daily Press" Office.

Hongkong, 13th March, 1912.

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